

VICTOR RECORDS.

THE RECORDS OF QUALITY.

Large Shipment Just Received

FOX TROTS, ONE STEPS,
WALTZES, ETC.

A COMPLETE LINE OF

VICTROLAS IN STOCK.

MOUTRIE'S

EXCLUSIVE AGENTS.

TENNIS WEAR.

Shirts of cotton or "Vivella" in the most comfortable styles.

Shoes in white Canvas or Buckskin with Red Rubber Soles.

Socks of cotton or wool in all sizes.

Muffs—Belts—Hats.

MACKINTOSH
& CO., LTD.,
Men's Wear Specialists,
16, DES VUEX ROAD. Telephone 29.

FOOK LEE & Co.
Established 1871.
IRON & STEEL PRODUCTS, HOUSE & SHIPBUILDING
& ENGINEERING MATERIALS.
HEAD OFFICE: Nos. 2a, 2 & 4, HILLIER STREET. BRANCH OFFICE: York Building, Chater Road.
Phone 1174. Phone 1950.
PRICE SENT ON APPLICATION.

LA MINERVA CIGARS
MINISTROS.

Actual size, in boxes of 25, \$3.50

Perfectly made from the choicest growths of Tobacco Leaf.

CHEROOTS

Cortado de la Reina \$2.75 per 100

Cortado Delicioso \$3.50 " "

Sold by—

LANE, CRAWFORD & CO.

Tel. No.
1743.THE
CORONETTel. No.
1743.

March 5th, 1919.

GLADYS HULETTE

IN

"THE STREETS OF ILLUSION."

LUKE'S WILD WOMEN.

BRITISH GAZETTE NO. 491.

Booking at ROBINSON'S.

OUT WITH THE GERMANS.

BIG DEMONSTRATION IN
SHANGHAI.

It is estimated that over 2,500 persons sought admission to the Shanghai Town Hall on February 24th, for the purpose of passing resolutions dealing with the barbarous treatment by the enemy of Allied soldiers who fell prisoners in their hands, and the repatriation of enemy subjects. Sir Everard Fraser, H.M. Consul-General, who presided, was supported on the platform by the Allied Consuls, by Admiral Tsai (in charge of the local Branch of the Bureau for the Repatriation of "Enemy Subjects"), Mr. E. C. Pearce, Chairman of the Municipal Council, and others.

"DEVILISH CRUELTY" TO THE WICK. Sir Everard Fraser, in opening the meeting, said: "We, or perhaps I should say the majority of us, were apt in the early days of the war—those days that the constant thrills of four years of crowded history have made to seem remote indeed, to look upon the war as a struggle between professional forces mitigated by the Hague Convention. It might have seemed to us that the war was a matter of intimate concern to every one of us—a struggle big with personal consequences, in which was being fought out the everlasting conflict between right and wrong, in which the highest duty was demanded from us—self-sacrifice and self-denial in the grandest cause known to men—the cause of right and freedom."

Our conversion from spectators to participants was wrought by nothing so much as by the accumulated proof of the devilish cruelty towards the weak and the helpless in which our enemies gloried. When that rebuked our ears, an unassailable proof that the Hague Convention had been contemptuously cast aside by our foes, that the great law of civilized warfare—good treatment of prisoners of war—had been ignored, that indeed our hearts were filled with righteous wrath. We realized that cynicism was impossible, and that we were engaged in a life and death struggle.

OFFICIAL BRUTALITY. It is right, therefore, that now the struggle has ended in victory, we and our Allied friends should assemble to record our indignation of the treatment which has been imposed upon our prisoners by German officialdom (applause), for that treatment, just as the horrible outrages of which the Germans are guilty, was an official crime. It was not merely the deed of individual brutality; it was, therefore, we all demand that those guilty shall receive due punishment (applause).

The first resolution, which follows, was proposed by Mr. H. G. Simms and seconded by Mr. D. Siffert. This assembly records the sense of horror and indignation with which it has learnt of the inhuman treatment to which prisoners of war have been subjected, by the enemy powers—treatment of such brutal and revolting character, that it is a disgrace to the name of civilization, and a deep sympathy with the survivors and its commiseration with the relatives of those who succumbed, desires the Chairman to convey to the representatives of the Allied Powers the request that they should press upon their respective Governments its conviction of the necessity of bringing the instigators and perpetrators of such an outrage on civilization to a punishment commensurate with the heinousness of their crimes, in accordance with the usage of civilized nations towards common malefactors.

Mr. Simms said:—Stirred by the details of the devilish cruelties perpetrated on Allied prisoners in enemy territories, and by the knowledge that what we read is but a tithe of the crimes which are officially recorded by the Allied Governments, Shanghai, I feel that I am venting to her feelings of deep sympathy with those prisoners in the terrible sufferings they have been called upon to bear, and of pride in the calm fortitude they displayed under deplorable conditions, conditions deliberately calculated to break their minds and physically. Feelings of bitter resentment that men who have performed the highest duty to their country, who went through the trials and dangers of the battlefield, should be called upon to face the cruel and humiliating treatment meted out to them in a spirit of revenge and hatred by a perverted nation.

Stern justice demands that the guilty be punished, that the wanton destruction of property wrought by German hordes in the occupied territories, and by the German lepers of the sea, be made good by Germany; that she be made to restore everything she has stolen from those territories. Only then will Germany begin to shoulder the full burden of her crimes. Only then will she realize that wars of aggression do not pay.

It must be forcibly brought home to the German people that there can be no forgiveness for brutality; that wanton suffering inflicted on helpless men, women and children cannot be condoned.

MESSAGERS TO GERMANY. In seconding the resolution, Mr. Siffert, the Belgian Consul, said: "I desired a meeting, like this three or four years ago because I think that public opinion must be expressed as loudly as possible when circumstances demand it (applause). I am still of the opinion that if a long time ago we had done this without the help of the Consuls or any other officials we might have had our enemies out of Shanghai over the seas to their own country. You may as well ask me why. Because I think they are the best agents to go and tell their own countrymen in their own country they did wrong, that they made war upon the whole world unjustly. They are better agents than we to tell their own countrymen such a thing and I think they will be, and ought to be, more successful than if we told them in any other way, by newspaper, by letter or by telegram. They can tell their own countrymen: 'We have come back 10,000 miles, and we don't like it; it is because of these years of bad politics, of these years of bad dealing upon the world. You have ill-treated, you have killed, you have murdered, you have tortured your prisoners, while we in Shanghai had a life of plenty and of liberty.'"

We here, the majority of us, have not taken the law into our own hands. We have not sent our enemies on to the water, or into it as they would have done, if they had been in the majority.

The resolution was carried amid applause.

THE DEPORTATIONS. In calling upon Mr. A. W. Burkill to propose the second resolution, the Chairman said:—China was ready a year ago to deport the enemy from its borders. When that fell through a great many people supposed the enemy influence was even greater than we had been led to expect. A short time ago, however, there came a mandate ordering the repatriation of enemy subjects in China. I think that is a step upon which this meeting will be ready to congratulate the Chinese Government (applause).

But even the best of measures have often their difficulties and this measure is open to the danger of exemptions and undue exceptions. You possibly, many of you, know that since the armistice the German propaganda have been very busy explaining that the armistice was due, not to any military defeat or any awkward military position, but solely to economic pressure and American dollars, and have explained to the Chinese, that in due course they will persuade America to keep her dollars to herself, and they will arrange their economic difficulties and that then they will come back and take revenge. Meanwhile they hope with those influences with which they are very familiar and most skilful, to have quite a number of people left with us. Missionaries—(laughter) yes, missionaries—I will not say missionaries of the Gospel, at any rate the Gospel as we know it; also very experienced gentlemen in charge of hospitals and of course, doctors (cheers). Well, gentlemen, if their plan succeeds, I am afraid the ordinary Chinese will be tempted to believe in the doctrines which they are preaching. Therefore, I hope that we may add our voice to the protest against any exemption except for really serious cases of health (applause).

The second resolution, which was proposed by Mr. A. W. Burkill and seconded by Mr. E. C. Pearce, was as follows:—

"This assembly of Shanghai residents expresses its appreciation of the action of the Chinese Government in repatriating the German residents in China, at the same time voicing the hope that no exemptions will be granted, and that no Germans will re-enter China until such time as may be agreed upon by the Allies; and that the Chairman be requested to ask his Allied colleagues to telegraph this resolution to their respective Ministers for communication to the Chinese Government."

Mr. A. W. Burkill said:—It seems incredible that there should be people in Shanghai who are so soon forgetful of the awful and almost unrelenting cruelties and atrocities perpetrated by the Germans in the past four years (Voices—"Shame") people who have forgotten the sinking of the *Lusitania*, and that these same Germans have in no way shown that they were not one with the German nation. In fact their behaviour all through has only gone to prove that "once a German, always a German."

We have, however, unfortunately to face the fact that there has been a movement on foot for some time past to exempt the German doctors, and why, no one can tell me, but of one thing we may be certain, and that is they will not confine themselves to their medical duties, and as proof of this I have here in my pocket a letter from a German about to be repatriated appointing a German doctor to act on his behalf. (Laughter).

Further, I am sorry to say, that quite recently certain influential Chinese business men have taken it upon themselves to press for the exemption of various senior Germans, on the plea that their presence is necessary for the welfare of the trade of China.

Lastly, I understand that pressure is being brought on the Chinese Government for the exemption of German missionaries. Now none of these people are wanted or necessary. (Hear, hear). Their presence in China would mean a continuance of that propaganda against the Allies that has been so much in evidence in the past, and to grant exemptions on this free scale will undo the good results that we looked for from the Chinese Government's decision to repatriate Germans in China. If we can get all the Germans out of this country, we can trust to the Allied Powers to see that they do not come back again. What we have to stand for is "no exemptions." (Applause).

Mr. E. C. Pearce in seconding, said:—We all know that it was no fault of China that Germans were not deported months ago—the "halt" was called at the last moment due to threatened reprisals upon prisoners in the clutches of that merciless German persecution. The Allied Governments at home knew full well the terrible sufferings our prisoners were undergoing and all honour I say to those Governments who were able for one moment to ease the agonies of poor men, even though we in China may have felt how obnoxious was the mere presence of Germans in our midst. Now that China, with the assistance of Allied ships, has taken the definite step of repatriating, let the Germans return from whence they came and let them, if they can, erect on their own dung-hill of crime. (Applause).

HONGKONG'S EXAMPLE. When Hongkong interned and then deported all Germans from the Colony, did they make any exceptions? If my memory serves me correctly, none were made. Why, therefore, ask should China excuse any? Or to bring it home, why should Shanghai excuse any? To press my point I would like to quote some words so ably expressed in Hongkong by Mr. Holyoak:—

"I say that we have a desire to be, and I think that we will get it, if it can be avoided, associated in Shanghai, either socially or commercially with men or women who thus far have failed to realize what honour, justice, and decency mean, who acknowledge neither international obligation nor treaty unless they stand by a gun by doing so and whose nature there is no chord which responds to the claims of duty."

A PLEA FOR THE GERMAN MISSIONARY.

STINGING RETORT BY A BRITISH CONSUL.

The following correspondence has passed between a missionary of Allied nationality and a certain British Consul. (To the British Consul)

February 19th, 1919.
I take the liberty of writing you regarding our German friends and co-missionaries in this province, as we have heard that they are to be sent away, and already guards are at their doors, and their missionary work is likely to be interfered with. I trust you will do, and have done all you could that the missionary body should be respected. It is usual to do this, for we are (professedly, at least) a political and pro-Chinese and are working entirely for the benefit of the Chinese themselves. I am aware that one or two have been (so I consider) unwise in displaying flags and in certain talk, but many British and American workers do this yet. I protest, as we are here entirely representing the Court of Heaven, and should keep out of politics. Viceroy Chang well said: "The missionary has no Consul but Jesus Christ." I know all the missionaries do not agree on this.

Appreciating, as a fellow worker with them, any help you can and have given these people, whom we greatly need in the province, I am etc., etc.

(From the British Consul)

February 20th, 1919.

I am in receipt of your letter of the 19th instant.

Though I am not myself concerned with the deportation of missionaries and others of enemy nationality, I must confess that I am not in the least in sympathy with the views expressed by you. You state that the missionary body represents the Court of Heaven. But did any of the enemy missionaries on a single public occasion express any disapproval of the lousiest bestialities committed by their countrymen in Belgium and France, of the hideous barbarities inflicted by them on their unfortunate prisoners of war, of the callous brutality of their submarine warfare, of their slaughter of non-combatants, or of their breach of every law of humanity? If in these matters, enemy missionaries allowed their allegiance to their country to override their principles as Christians, it is not possible for them now to take up the ground that as emissaries of the Court of Heaven they should be held free from the political disabilities of their nationals.

You appeal for their exemption from deportation and repatriation; but did any enemy missionaries raise their voices against the diabolical deportations of civilians from the towns of Northern France, when the men and boys were led off to slavery and the girls and women to a fate worse than death?

You may not be aware that most missionaries in China during the last four years have been very active propagandists, agents of their governments. Had they all studiously refrained from so acting and had they dissociated themselves publicly from the savagery of their own people, it is possible that they would not now be under sentence of deportation. As it is, if they are truly imbued with the principles of Christianity, they will find greater scope for work in the application of these principles to the reformation of their blasphemous and ruinously fellow-countrymen than in the evangelization of China.—I am, etc.—*N. C. Daily News.*

We then ask you that no Germans be permitted to re-enter China until such time as may be agreed upon by the Allied Powers. (Hear, hear).

Mr. Siffert, in reply to the Chairman's invitation to those who desired to speak to the resolution to come forward, said: "A few words. We must be humane. Therefore we cannot let our enemy subjects go on very beautiful and nice big steamers without their good doctors. (Applause and roars of laughter). We cannot give our Allied doctors the temptation to give them an overdose. (Applause and laughter)."

THE GERMANS AT LILLE.

Mr. Wilden, Consul-General for France, said that in this war France had drained the cup to the bitter dregs. But nothing amongst the many atrocities of which she has been the victim, nothing has raised the indignation of the people so much as the way the Germans behaved towards the inhabitants of the invaded countries and the prisoners of war. The deportations of Lille, in the beginning of 1917, would never be forgiven, and this disgust and this repulsion—babe was too noble a word to describe the feeling—would be transmitted to future generations. No soldier wanted peace more than the French soldier, but he knew that he was keeping the gates of the cage.

Dr. Couper Patrick also spoke against exemptions being granted enemy engineers, missionaries and doctors. In connection with the missionary claim to exemption, he pointed out that the Indian Government had originally exempted them, putting them on their honour that they would only preach the Gospel of Christ, but the Indian Government found that they did not keep their word. What guarantee, he asked, had the Chinese Government that the enemy missionaries in China would do any better?

"THEY SIMPLY NOTED." Capt. J. Gurney, who was passing through on his way to Siberia, gave a number of instances of cruelty to soldiers in captivity. The most tragic story he told was of 79 British soldiers in hospital, so wounded that they were unable to care for themselves, being left with but two orderlies, never moved in their beds, and deprived of even the most necessary sanitary attentions. These men, he said, simply rotted. Meanwhile less wounded prisoners in other parts of the hospital, though they volunteered to tend their comrades, were prevented from doing so. The resolution was carried with no dissent.

AUCTIONS

PUBLIC AUCTIONS.

BY APPOINTMENT.

HUGHES AND HOUGH,
AUCTIONEERS TO THE GOVERNMENT AND ADMIRALTY.

General Auctioneers,
Share, Coal and General.
Produce Brokers
and
Commission Agents.

PROPRIETORS

"TO-KWA-WAN COAL"

STORAGE.

CODEN USED

A.R.C. 4th & 5th EDITIONS

At Telegraphic Code

Telegraphic Address "HUGHES" Hongkong.

PONIES! PONIES! PONIES!

PUBLIC ROUP.

The Undersigned have received instructions to sell by Public Roup

TO-DAY (WEDNESDAY),

March 5th, 1919, at 3 P.M., at the Fountain, opposite the CITY HALL,

A LARGE NUMBER OF WELL KNOWN

RACE PONIES.

(Full Particulars from Catalogue).

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 27th, 1919.

G. & R.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

Office to sell by Public Auction

TO-MORROW (THURSDAY),

March 6th, 1919, at 10.30 A.M., at their

Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

A QUANTITY OF

ELECTRO-PLATED WARE AND LINEN

GOODS.

Comprising:—

Table Napkins, Glass Cloths, Pillow Cases,

Face Towels, Huckaback Towels, Bath

Towels, Blankets, &c., &c., &c.

Terms:—Cash.

HUGHES & HOUGH,

By Appointment Auctioneers to the

Admiralty.

Hongkong, February 22nd, 1919.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned),

TO-MORROW (THURSDAY),

March 6th, 1919, at 11 A.M., at their Sales

Rooms, No. 8, Des Vaux Road, Corner of

Ice House Street,

SEVERAL LENGTHS BLUE SERGE

(good quality)

to be sold without reserve.

And

A QUANTITY OF USEFUL HOUSE-

HOLD FURNITURE

&c., &c., &c.

Removed to Sale Rooms for convenience of

Sale. Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 3rd, 1919.

On FRIDAY,

March 7th, 1919, at 2.30 P.M., at No. 1

Basillon Lytleton Road, West Point,

Hongkong,

THE HOUSEHOLD FURNITURE,

&c., &c., &c.,

therein contained,

(Full Particulars from Catalogue).

On view day of sale.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 3rd, 1919.

On SATURDAY,

March 8th, 1919, commencing at

12 o'clock Noon, at their Sales Rooms,

No. 8, Des Vaux Road, Corner of

Ice House Street,

100 cases of "ROBIN'S" BRANDY damaged

by fire and water.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 4th, 1919.

The Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, A quantity of netting (new) suitable for Tennis Court boundary netting. Particulars from the undersigned.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, March 4th, 1919.

A COSTLY CAR RIDE INTERESTING CLAIM IN THE SUMMARY COURT.

In the Summary Court, yesterday, before Mr. Justice Melbourne, Mr. D. M. Mackay, of the Tai Koo Dockyard, and Mrs. Mackay, claimed \$1,000 from Ojager Singh, motor-car owner, of Kowloon, for personal injury and damage to wearing apparel and effects caused by the defendant's chauffeur, on December 15th, driving a motor-car negligently on the Tai Koo Road.

Mr. R. E. Bellios, instructed by Mr. J. H. Gardiner, appeared for plaintiff, and Mr. J. M. Hall, of Messrs. Wilkin, Son & Co., for the defendant.

Mr. Bellios said that it had been arranged between the defendant's solicitor and himself that, as Mrs. Mackay was leaving the Colony very shortly, her evidence should be taken first.

Mrs. David Mackay, one of the plainiffs in the action, related the incidents of December 15th. Her husband and Mr. Sykes suggested that the three of them should go for a ride to Tai Koo. Mr. Mackay having arranged that a car should be waiting for them in Kowloon.

The suggestion was carried out. They entered the car at the Palace Hotel and went first to Yau-mai Police Station to meet Sergeant Grimmett. As Sergeant Grimmett was not there, they decided to go to Tai Koo. There were three persons in the car, excluding the driver. Witness sat in the middle, with Lieut. Sykes on the left and her husband on the right. The rug was round the shoulders of all three of them. Not being in a hurry to get to Tai Koo, the car was proceeding at a moderate pace, as they were out for enjoyment.

His Lordship: You only wanted to go out for an afternoon drive?—Witness: Yes.

Mr. Bellios: Had you intended to meet anyone at Tai Koo?—Witness: We had thought of visiting some friends on the Cadmus, which was lying out there. Recalling some conversation which occurred at the Hotel, before starting, Mrs. Mackay said she had remarked that the car was shabby. Mr. Oxberry replied that car was all right. Mr. Sykes asked the driver to go "faster" to Yau-mai, as they had to meet Sergt. Grimmett. There was no suggestion of "faster" after the car left the Yau-mai Police Station. Between the Police Station and the scene of the accident she had asked the driver to "be careful," as he seemed to her to take the corners badly (with a wide sweep).

Mr. Bellios: How far ahead you left Yau-mai did the accident occur?—Witness: I think we were nearly at Tai Koo. Mr. Gardiner: Soon after the twelfth mile-post was passed?—Witness: It was about an hour after we had left Yau-mai Police Station. We were coming round a bend—the driver was about to take the corner on the wrong side of the road, otherwise the car would not have gone over—when the car took a very wide sweep, and over it went.

His Lordship: Over the side of the road?—Witness: Down the hill. Witness, continuing, said that immediately before the accident occurred her husband said that they ought to see the Cadmus as soon as they turned the corner. As the accident was taking place and the car going over, her husband cried out: "My God!"

Mr. Bellios: What happened to you?—Witness: I was thrown about 20 feet. There was a tree that stopped my fall.

His Lordship: A small tree stopped you from rolling down?—Witness: That was so.

Mr. Bellios: You were badly hurt?—Witness: I was badly bruised. I was apart from being badly hurt, you rescued?—I managed to crawl up to the road, and then fell down.

How long were you by the side of the tree that stopped you?—About five minutes.

How long did you take to climb the hill?—I can't remember.

You didn't sprint up, did you?—No. I couldn't very well do so with my leg out. I crawled up.

What happened next?—At the top, Mr. Page appeared, and put me in his side-car.

Where were the others who were in the car?—They were at the bottom of the hill, much further down than I was.

How far away from the road?—I should say about 35 feet—about the length of this room; I cannot say exactly. When I was put into the side-car, Mr. Page went to the assistance of Mr. Sykes. With the help of coolies he carried Mr. Sykes up on car-cushions, supported by bamboo. Mr. Hodge and another gentleman then came along in one car and Inspector Angus in another, and we were all taken home. I saw Dr. Koch, and was advised to go into Hospital. I went to the French Hospital next day, and was there for 8 days, under Dr. Koch's care.

Part from the injury you suffered, what actual monetary loss did you sustain?—I had all my clothes torn. I lost my silver bag, with \$30 in it, I lost all my teeth, and my furs were torn, to pieces. My things were all new on that day.

Cross-examined, witness said:—The car was ordered to be at the Palace Hotel at about 3 p.m. We left the hotel 20 minutes later than we had intended.

Mr. Hall: I put it to you that Mr. Oxberry said at the Hotel that the car could go fast enough to take you to Tai Koo?—I did not hear him say that.

Did you see an Indian at the door?—Yes.

Did he not tell the driver not to go fast, as the roads were dangerous?—I did not hear him say anything.

I put it to you that you were all anxious to get to Tai Koo as soon as possible?—No, we were out for an afternoon's enjoyment, and there was no hurry.

Did any of you not tell the driver from time to time to hurry up?—No, we did not. The only time anyone told him to do that was on the occasion when Mr. Sykes said "faster."

Did you see anyone strike the driver?—No one struck the driver.

Was the driver going carefully?—No, we should never have gone over.

Was the car going fast when taking the bend?—No, it was going slowly.

(Continued as foot of next column.)

CORRESPONDENCE. LADY ROBERTS' FIELD GLASS FUND.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

SIR, May 1, through the hospitality of your columns, ask all officers and others who have received glasses or telescopes on loan through my Fund, to send them back to me now for return to their owners. All instruments lent through my Fund bear the letters N.S.L. (National Service League) followed by a letter and a number. I should be glad if officers and others returning glasses would enclose in the case a note of acknowledgment for the owner.

I wish to record my gratitude not only to the public for the magnificent loan of 30,000 glasses, but also to the press for the valued help which it has given this undertaking.

The address for glasses and correspondence is The Manager, Lady Roberts' Field Glass Fund, 64, Victoria Street, Westminster, S.W.1. Yours faithfully,

ROBERTS.
64, Victoria Street, Westminster, S.W.1

LAUNCH OF THE "LAERTES" AT TAIKOO. ADDITION TO THE BLUE FUNNEL FLEET.

Another addition to the Blue Funnel fleet of Messrs. Alfred Holt & Co. was successfully launched at Tai Koo Dockyard, yesterday morning, the naming ceremony being performed by Miss Robertson.

The principal dimensions of the new vessel, named the *Laertes*, are:—Length over-all, 441 ft. 6 inches; breadth over-all, 52 ft. 4 inches; and depth to upper deck from bottom of keel 33 feet. The total gross tonnage is 5,800, and the deadweight carrying capacity will be about 6,000 tons. The *Laertes* has two complete decks with an orlop deck forward, poop, bridge and forecastle and citadel deckhouse at fore end of bridge, two pole masts and ten derrick poles, also six cargo hatches. The vessel has a funnel, stem, stern, and transverse double bottom all fore and aft, the wings of which have been carried well up the sides of the vessel. Eight water-tight bulkheads are carried to the upper deck, giving the vessel six cargo-holds. The space under the forecastle has been fitted up for emigrants, while the space under the mainmast has been utilized for the accommodation of sailors and firemen. Petty officers' rooms are on the bridge-deck alongside the engine-casing. In the citadel house at the fore end of the bridge deck, the saloon, engineers' and officers' rooms have been arranged, and on the deck over the saloon is a steel house containing the captain's day and night cabins, also two passenger state-rooms. Over this house, again, is the navigating bridge with wheel-house and chart-room. The vessel is supplied with seventeen steam winches with derricks carrying loads varying from 2 tons to 40 tons. A powerful Marconi wireless apparatus is installed, with suitable rooms for the operators.

The machinery consists of one set of triple expansion surface condensing engines having cylinders 28 inches in diameter and 75 inches diameter, with a stroke of 54 inches. Steam is supplied to the main engines from two large double-ended boilers; one single-ended auxiliary boiler is also provided. All the boilers have a working pressure of 200 lbs.

Electric light has been fitted throughout the ship.

When completed and on service the *Laertes* will attain a speed of 13 knots.

DR. B. NARDO'S HOMES.
"HONGKONG BED."

An appeal is being made during Lent for funds to endow a bed to be called "The Hongkong Bed" in memory of the Barnardo boys who died in the war. Old Barnardo boys to the number of 10,963 took part in the War, of whom 9,218 were in the Overseas contingents.

The latest development of the Homes is the Boys' Garden City in Essex—where 640 boys are already in residence, being trained for working on the land—and it has recently been enlarged by the gift of an adjoining property of 10 acres and a large house called the Roding House Estate of the value of £3,250, which has been presented to the Homes "in memory of a son killed in action." This splendid gift greatly added to the value of the Garden City, and it is earnestly hoped that the beds in this new house will each be endowed in memory of those who have laid down their lives in the war.

The sum of £500 invested in 5 per cent. National War Loan will endow a bed and at the same time help the National funds.

Donations towards "A Hongkong Bed" will be gratefully acknowledged by the Honorary Treasurer, Mrs. H. E. Pollock, 128, The Peak.

Did the driver at any time go fast?—No, he was driving slowly, except that he was taking a wide sweep round the corners.

You meant to get to Tai Koo and back before dark?—No, I don't remember anyone saying so.

Re-examined, witness said:—No one could have molested the driver. We had our hands under the rug, and my husband had a bull dog on his knee.

You can positively say that the driver was in no way molested or touched by anyone?—Yes, I can say so.

The hearing was adjourned sine die.

Another two cases are pending in connection with the same accident. In the first, Leo Tong, the driver, is claiming \$1,000 from Mr. and Mrs. Mackay and Lieut. Sykes, as personal damages suffered on account of their negligence.

In the second, which is listed for the Supreme Court, Lieut. Sykes is claiming \$5,000 from Ojager Singh as personal damages sustained through the negligence of the driver of the car.

COMPANY MEETING. HONGKONG ROPE MANUFACTURING CO., LTD.

The thirty-fifth ordinary annual meeting of the Hongkong Rope Manufacturing Co., Ltd., was held yesterday at the offices of the Company, St. George's Building, Chater Road. The Hon. Mr. R. G. Sheehan (Chairman) presided and there were also present Messrs. A. O. Lang, H. P. White and J. H. Wallace (Consulting Committee) M. S. Northcote, W. Adamson, G. Grimble, H. Hancock, C. Kinck, R. Henderson, E. L. Sim and H. F. Campbell (secretary).

The Chairman said:—Gentlemen, The report and accounts have been in your hands for some days, so with your permission we will not read them now.

Contrary to my expectation, we have had about as good a year as before, so that as we have nothing additional to provide for depreciation of investments this year, we are able to pay the same dividend and bonus, put \$70,000 (as against \$50,000) to Reserve Fund and \$20,000 besides to Investment Depreciation Fund, and carry forward \$50,570.43 as against \$43,228.02 last year, so that in every direction we have improved our position.

We have, however, really more money now than we can handle comfortably. On December 31st, 1917, our accounts showed \$197,207 on hand, which had grown to \$481,049 on December 31st, 1918, and the problem now is what to do with it. If it were needed for the Company's business we should, of course, retain it and invest it as best we could, but we do not need it and we do not see that we are justified in more or less speculating with it in local stocks which are liable to violent fluctuation at any time.

If we invest at home there is not only the risk of exchange and a low return, but we all know how the Banks at home made a fetish of Consols and other so-called gilt-edged securities, and how they had to write off heavy losses year after year in consequence, so where those financial experts rushed in we may well fear to tread, in the face of such results as those.

Looking at the question from every point of view, and bearing in mind the present unsettled state of the commercial world, we have come to the conclusion that it would be fairer to all concerned if we simply divided the money among shareholders and left them, if they wish to do so, to invest it on their own judgment. We, accordingly, recommend, in addition to our ordinary dividend and bonus, the payment of a further bonus out of the Reserve Fund of \$5 per share, amounting to \$300,000, which will still leave \$50,000 at credit of that Fund. But as to this, the decision rests entirely with you shareholders, and if you wish us to keep this money and invest it for you, you have only to say so, but you must not blame us if, later on, we have to write off in order to make good losses from shrinkage.

As regards our prospects for the current year, it is impossible to express any decided opinion. Now that peace is on the eve of being declared, this year cannot be with all the difficulties we had to contend with last year. Although we have made such good profits, our sales actually fell off, and the demand so far this year has been very poor. We hear, too, of opposition from a new factory in one of our best markets. The price of raw material has fallen a little lately but is far from normal, and the market over in the Philippines is by no means weak. But we should not fear to meet competition and lower prices, for raw material must, we think, come before long, in which case, with lower costs, the demand for cordage should improve again. It certainly is very slack at the moment, but the conclusion of the war has rather unsettled our customers, who have been looking for a general fall in prices of commodities which does not seem likely to take place in spite of lower rates of freight, etc.

In accordance with our recommendation I now beg to propose that the Report and Accounts as presented to this meeting be adopted and passed, and that we place to Reserve Fund \$70,000.00 To Investment Depreciation Fund \$20,000.00 Pay a bonus to staff at factory 30,000.00 Pay a final dividend of \$1 per share 30,000.00 And a bonus of \$1 per share 30,000.00 And carry forward 50,570.43

And out of the profits for the year, and, further, that we pay a bonus of \$5 per share to shareholders out of Reserve Fund, absorbing \$300,000.

Mr. H. P. White seconded the motion, and it was carried unanimously.

Messrs. H. P. White, A. O. Lang, and J. H. Wallace were re-elected to the Consulting Committee, on the proposition of Mr. Northcote, seconded by Mr. Kinck.

Messrs. F. Maitland and H. Percy Smith were re-appointed Auditors at a remuneration of \$300 each, on the proposition of Mr. Buyers, seconded by Mr. Grimble.

Mr. Sim asked whether the staff would benefit by the increased profits this year to a greater extent. He liked to think that the staff was getting some benefit from the increased profits.

The Chairman replied that last year the staff was voted a bonus of \$4,000; this year, \$5,000.

The Chairman announced that dividend warrants would be ready to-day, and the meeting terminated.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending March 1st is as follows:—

Receipts for week	Aggregate for 9 weeks
This Year	\$15,953
Last Year	130,480
Increase	21,008
Decrease	9,078

COMPANY REPORT.
OHINA SUGAR REFINING CO., LTD., HONGKONG.

The accounts for the year ending 31st December, 1918, have been closed and (subject to audit) show a profit for the year 1918 working of about \$57,800.

The Consulting Committee recommend that this should be dealt with as follows:—

Balance at debit of P. & L. account carried forward from 1917 accounts	\$410,435.95
Profit for 1918 working	\$57,800
Bonus to staff at refinery, about	12,000
	45,800.00

Leaving a balance at debit of P. & L. account to be carried forward to the present year's working of about

\$364,635.95

FILIPINO WOMAN COMMITS SUICIDE.
JUMPS THROUGH HOSPITAL WINDOW.

A sad case of a Filipino woman committing suicide at the age of 27 has been reported to the Police by the P.C.M.O., Hongkong.

The woman, Aureli Mendoza by name, entered the Government Civil Hospital as a patient. Early on Monday morning she got out of her bed, in ward 14, on the first floor, and, for some unknown reason, jumped through the window. Death was instantaneous. The body was removed to the Public Mortuary.

OPIMUM SMUGGLING.
At the Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with being in unlawful possession of 163 taels of opium.

The defendant, who stated that he brought the opium from Annam, was arrested by the Police in Connaught Road. A box, which he was carrying, was searched and the opium was found concealed in a false bottom.

Mr. Wood fined defendant \$1,500, with the alternative of four months' hard labour.

A RETURNED BANISHEE.
At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese pleaded guilty to stealing.

Defendant, who is a returned banishee, stated that he stole some clothing in order to sell the articles and obtain enough money to pay his passage to a foreign port.

Mr. Lindell sentenced defendant to six months' hard labour for returning from banishment; and to six weeks' for theft, the sentences to run concurrently.

USING THE STREET AS A DUSTBIN.
At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese woman was charged with dumping rubbish into the street.

Defendant said she had lost her two dustbins.

"You must buy some more," replied Mr. Lindell in inflicting a fine of \$10. "Dumping rubbish in the street is insanitary and makes other people ill. You will get ill yourself."

AN ILL-WIND.
"A strong breeze blew the jacket towards me and I picked it up in order to return it to its owner," said a Chinese who was charged with stealing.

"It is just the same as entering a house and stealing," said Mr. Lindell. "Fourteen days."

COMPANY REPORT. OHINA SUGAR REFINING CO., LTD., HONGKONG.

The accounts for the year ending 31st December, 1918, have been closed and (subject to audit) show a profit for the year 1918 working of about \$57,800.

The Consulting Committee recommend that this should be dealt with as follows:—

Balance at debit of P. & L. account carried forward from 1917 accounts	\$410,435.95
Profit for 1918 working	\$57,800
Bonus to staff at refinery, about	12,000
	45,800.00

Leaving a balance at debit of P. & L. account to be carried forward to the present year's working of about

\$364,635.95

FILIPINO WOMAN COMMITS SUICIDE.
JUMPS THROUGH HOSPITAL WINDOW.

A sad case of a Filipino woman committing suicide at the age of 27 has been reported to the Police by the P.C.M.O., Hongkong.

The woman, Aureli Mendoza by name, entered the Government Civil Hospital as a patient. Early on Monday morning she got out of her bed, in ward 14, on the first floor, and, for some unknown reason, jumped through the window. Death was instantaneous. The body was removed to the Public Mortuary.

OPIMUM SMUGGLING.
At the Magistracy, yesterday, before Mr. J. R. Wood, a Chinese was charged with being in unlawful possession of 163 taels of opium.

The defendant, who stated that he brought the opium from Annam, was arrested by the Police in Connaught Road. A box, which he was carrying, was searched and the opium was found concealed in a false bottom.

Mr. Wood fined defendant \$1,500, with the alternative of four months' hard labour.

A RETURNED BANISHEE.
At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese pleaded guilty to stealing.

Defendant, who is a returned banishee, stated that he stole some clothing in order to sell the articles and obtain enough money to pay his passage to a foreign port.

Mr. Lindell sentenced defendant to six months' hard labour for returning from banishment; and to six weeks' for theft, the sentences to run concurrently.

USING THE STREET AS A DUSTBIN.
At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese woman was charged with dumping rubbish into the street.

Defendant said she had lost her two dustbins.

"You must buy some more," replied Mr. Lindell in inflicting a fine of \$10. "Dumping rubbish in the street is insanitary and makes other people ill. You will get ill yourself."

AN ILL-WIND.
"A strong breeze blew the jacket towards me and I picked it up in order to return it to its owner," said a Chinese who was charged with stealing.

"It is just the same as entering a house and stealing," said Mr. Lindell. "Fourteen days."

HONGKONG DEFENCE CORPS.
(ORDERS FOR INFANTRY BATTALION BY MAJOR R. A. MORGAN.)

MACHINE GUN COMPANY.
PARADE.
Sunday, 9th March, 8 a.m.—Parade at Statue Pier and proceed by launch to Kowloon City Ranges to fire Part II., Table "C," M. Gun Course.

Drill order without rifles. Helmets to be worn.
G. E. STEWART (Capt.), Adjutant, H.K. Defence Corps.
Hongkong, 4th March, 1919.

HONGKONG POLICE RESERVE.
ORDERS ISSUED BY MR. J. V. FRANKS, D.S.P. (RESERVE).

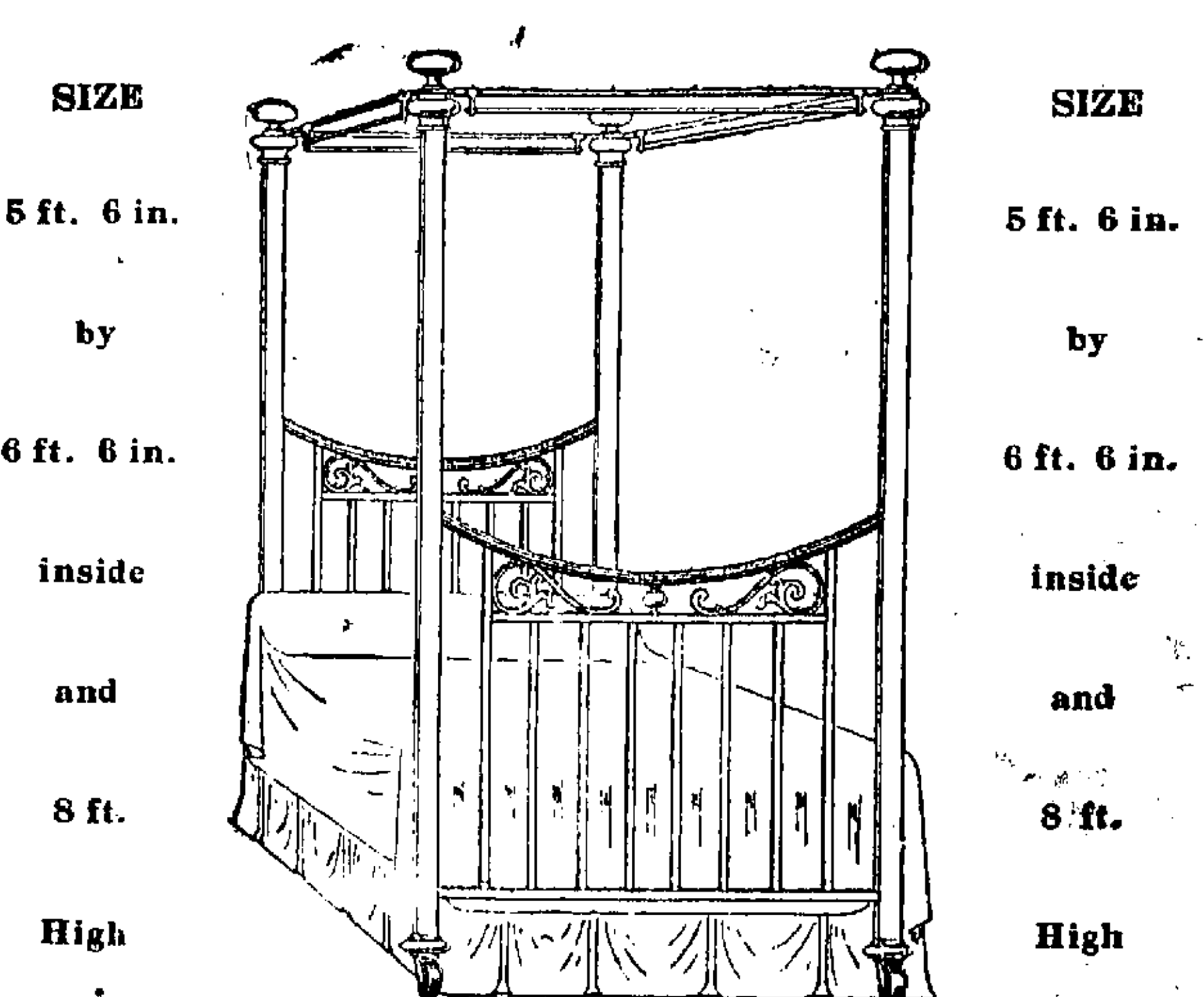
BAND PRACTICES FOR MARCH.
Tuesdays, 11th and 18th. Fridays, 21st and 28th, at 5 p.m.

JAPAN'S STATE RAILWAYS.
Japan has something to teach us in the matter of railway nationalisation. She undertook to deal with the problem in 1905-07, and purchased 2,825 miles of line owned privately by seventeen companies, leaving in private hands 425 miles of line owned by twenty-one companies. To-day the State railways total 8,664, and the privately owned 1,822. The average earnings per open mile on the State railways rose from \$354 in 1907-8 to \$1,378 in 1916-17, as compared with a decrease in the average net earnings per mile on the privately owned lines in the same period from \$201 to \$238. The working expenses for every \$100 of receipts on the State railways was \$21 in 1907-8, and in 1916-17 \$43. On the privately owned railways the figure was \$22 in both years.

JUST RECEIVED BEDSTEADS

BOTH BLACK & BRASS & WHITE ENAMEL.

ALSO
ALL BRASS AS THIS PATTERN.



SQUARE PILLARS \$250.00 BEST MAKE

LANE, CRAWFORD & CO.

VICTORIA THEATRE.

TO-NIGHT! 9.15 p.m. TO-NIGHT!
THE DOCTOR AND THE WOMAN

OR "K" featuring Mildred Harris with True Beardman.

MATINEE
Thursday, March 6th, at 5.15 p.m.

THE FLAME UP
A Universal Photo-play in 5 parts. Featuring George Fawcett.

COMING SHORTLY!
FREEDONY & VAUDEVILLE CO.

BOOKING AT ANDERSON'S.

SHING KEE CO.
SODA MERCHANTS,
IMPORTERS AND EXPORTERS
OF
Caustic Soda, Soda Ash, Muriate of Ammonia, Sulphate of Soda, Refined Bicarbonate of Soda, Mineral Water, and Soda Crystal, Bleaching Powder, Sulphur Acid, Sulphate of Ammonia, etc., etc.

ALWAYS IN STOCK.
No. 23, DES VEAUX ROAD, WEST, HONGKONG.

POWELL Ltd.
TELEPHONE 346

SPECIAL SHOW

This Week
of
ELEGANT EVENING
GOWNS.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE PEACE CONFERENCE
BRITISH AND FRENCH
DIFFERENCES.

PARIS, February 21st.

A Havas message says:
It is suggested that there are some differences between British and French views in regard to the left bank of the Rhine. This is not true. The difference is only as to the method, not as to the end to be attained. That end is to remove the menace of future German aggression.

NO DISPUTE THAT GERMAN
MUST PAY

PARIS, February 21st.

A Havas message says:
Referring to the work of the Committee on Reparation, M. Tardieu pointed out the immensity of the task, for 450,000 French homes had been destroyed. There was no dispute on the fact that the Germans would have to pay for them. The only point at issue was the question whether the Germans should not also have to pay the increased taxes being paid by the people of the Allied countries, being really just war damage.

THE BRITISH LABOUR
CONFERENCE.

THE GOVERNMENT'S VIEWS.

LONDON, February 27th.

At the Labour Conference, Sir R. S. Home invited the members to consider unemployment, which was considerable and growing, and regarding which he felt no disquiet about the future, for soon there would be no lack of employment.

In regard to working hours, he said that the Government view was that the more they could reduce the hours of labour, consistently with maintaining the output necessary for the country's existence, the more they would be helped to a better condition.

The Government desired the Conference's opinions on such a rational question as arranging a minimum wage.

The Government was paying special attention to the wages paid to women in certain classes of work.

The cost of food would be gradually decreased.

FAR EASTERN CABLE
NEWS.

(FROM OUR OWN CORRESPONDENT.)

THE DEADLOCK AND THE
MILITARISTS.

PEKING, March 3rd.

Apprehensions that the deadlock at the Peace Conference may give the Militarists an opportunity to resume fighting is supported by authenticated reports of movements of munitions towards Shensi and also Paoingfu.

OPPORTUNITIES FOR ALL.

The British and American protests against the granting of monopolies to the China Trading Company last August have produced official replies indicating that other Companies may apply for similar privileges.

(BY COURTESY OF THE "CHINA MAIL.")

RECENT SHANGHAI BURGLARY.

POLICEMAN FINDS BURIED PEARLS.

SHANGHAI, March 3rd.

A Russian was discovered this morning digging in the Chinese Public Garden. An Indian constable, made suspicious by this unusual job, watched him till his task was well advanced. Then rushing forward, he recovered pearls worth \$100,000, which were stolen from the Mikimoto shop some weeks ago.

THE VICTORIA THEATRE.

The Fredroy Vaunderly Company, who will make their debut at a Hongkong audience at the Victoria Theatre tomorrow, are a combination of musical-hall artists who were accorded a very gratifying reception at Manila and Shanghai. The "Star" of the Company is Miss Tessie Turner, known as the "Bagtime Girl," her repertoire of songs including some of the latest American jazz-songs. This attraction to theatre-goers will be supplemented by a set of films new to the Colony.

A SUSPICIOUS CHARACTER.

At the Magistracy, yesterday, before Mr. B. E. Lindell, a Chinese was charged with attempting to break into a house in Des Voeux Road.

A Chinese constable stated that he saw the defendant standing on the doorstep of the house. Asked what he was doing, defendant replied that he was looking for his friend, who had promised to obtain employment for him. When the man was searched, a pair of nippers were found on him.

Mr. Lindell fined defendant \$50, with the alternative of a month's hard labour.

BRITISH AND FOREIGN
BIBLE SOCIETY.
ANNUAL MEETING.

The annual meeting of the Hongkong Auxiliary of the British and Foreign Bible Society was held, yesterday evening, at the Helena May Institute. The Bishop of Victoria presided and was supported on the platform by the Revs. Dr. T. W. Pearce, O. H. Bonfield, and J. Kirk Macconchie and Miss Kate Woo.

Dr. Pearce, the Secretary, read out the report and statement of accounts which showed that all the churches in the Colony had contributed to the upkeep of the institution, and that the Ladies' Committee had collected the record sum of \$1,254.30.

The Chairman said the Society provided a platform for the different sections of the great Church universal to unite upon. In these days it was necessary to close their ranks, and they were anxious to do so. There was no better way than in spreading the knowledge of the Bible. He was sure that the Treasurer's report did not speak of an advance. Many societies were receiving larger support owing to the fact that people had learnt to give during the war, better than before. At present their auxiliary was only holding its own.

Miss Woo said the need of the Bible Society in China was very great. The Chinese were really hungering for the word of God. The salvation of China was a problem which could be solved only by the word of God. The problem of the illiteracy of China could be solved through the distribution of the Scriptures, as the Chinese, when once they learned of the wonderful treasures enshrined in that book, would begin to thirst for knowledge. The unrest in China was not hindering the work of the Gospel; on the contrary, it intensified the need for the Gospel in China.

The Rev. O. H. Bonfield said that altogether they had done better in China than ever before. The contributions from various sources amounted to \$8,400, nearly \$2,000 more than was received the previous year. The Bible Society's expenditure, however, had increased fourfold. During the last four years the Scriptures had been translated into 31 different languages; last year alone the Gospel was translated into seven new tongues. There was no anti-foreign, or anti-Christian feeling in China. The trouble in China was due to inefficient officials incapable of administration. The speaker then referred to the Mandarin translation of the Bible in which Hongkong had taken no small share. The translation had occupied over twenty-five years. The Von. Bourne, who was in Hongkong twenty-five years ago, had contributed his share, and had passed away. Dr. Chalmers, a great Chinese scholar, had left behind him a translation of a whole Testament—a very important contribution to the work done. Dr. Pearce had given many years of hard and patient toil to completing his share—a very large share, while Kwangtung province had contributed three translators. They had distributed in China 3,098,000 copies of the Bible. Even officialdom in Canton was interested in the work. A Canton Chinese Magistrate was holding Bible classes, and a railway official had distributed 8,000 copies of the Bible to his friends and employees.

The report and accounts were adopted, and the officers were re-elected.

CANTON NEWS.

(BY COURTESY OF THE "CHUNG KONG SAN PO.")

CANTON, March 4th.

THE INTERNAL PEACE CONFERENCE.

The Southern peace envoys have reported to the Foreign Ministers in Peking that, owing to the Peking Government's lack of desire for peace, the internal peace conference in Shanghai has been suspended. It is hoped that the Foreign Diplomats will deliver judgment on the matter. It is stated that they are proposing to deliver a note of warning to the Peking Government, urging that the fighting in Shensi should be stopped.

SINO-JAPANESE SECRET TREATIES.

In regard to the Sino-Japanese secret treaties the M.P.'s of the Canton Parliament have sent an appeal to the Paris Conference begging the Allied representatives to move for the cancellation of such treaties, which are inimical to the world's peace and to peace in the Far East.

The M.P.'s have also called similar requests to the Governments of the Powers, alleging that the treaties were made secretly by a few of the Northern militarists with a view to continuing the internal strife in China.

It is reported that American and Chinese politicians propose to request the cancellation of the American-Japanese treaty of last year.

ATTACK ON CUSTOMS OFFICERS.

A message from Kowloon states that a robbery took place at the residence of a Portuguese official of the Kowloon Customs on the night of February 27th. The official was attacked and wounded by revolver bullets. The robbers fled with small booty when the official's wife shouted for help. The Military Superintendent and the Magistrate of Kowloon have visited the official's residence and expressed their regret at the outrage.

"VANITY FAIR."

The Vanity Fair Company are closing their Hongkong season to-morrow, when a programme of choice items selected from the various editions will be presented. The continued patronage which the Company have received speaks well for their entertaining ability, and there is no doubt, this to-night, when several new items will be presented, and to-morrow, there will be full houses.

CONDITION OF WOMEN AND
CHILDREN IN HONGKONG.
CONFERENCE AT THE C.E.M.S.

INTERESTING PAPER BY MR. F. B. L. BOWLEY.

"Suggested Reforms for Women and Children in Hongkong" were discussed last night at a meeting of the Church of England Men's Society, held at St. Paul's College, under the chairmanship of Mr. L. Forster, B.A.

The subject was opened by Mr. F. B. L. Bowley, who said:—

The Committee of the C.E.M.S., thinking that some action should be taken with regard to the very interesting paper recently read by Miss Pitt on the "Condition of Women and Children in Hongkong," has asked me to put before you the legal aspect of these most important questions.

Hongkong is governed by the law of England in force in 1843, as modified by local Ordinances passed since that date. The intervening period of 76 years has been, in England, a period of great social reforms, and special attention has been paid to the condition of children and women, in respect to the responsibility of parents, guardians, and employers, protection from neglect and ill-treatment, factory legislation, education and public health.

It has been the practice of the Hongkong Legislature to follow and adopt such of the new laws enacted at Home as seem to be applicable to the Colony, but this is done in a spasmodic way, and in 1911, at any rate, the Colony was a very long way behind England in social reforms of this nature.

CUSTODY AND NEGLECT.

In the year mentioned I drew attention in the local Press to what is known in England as the "Children's Charter" (Children Act, 1908) and contrasted the then law of Hongkong with this Charter, which consolidated with considerable improvements the various Acts dealing with the welfare of children. The then Attorney-General, Sir John Bucknill, took the matter up sympathetically, with the result that two important provisions were introduced into the law of this Colony.

The first is contained in the Magistrates' Amendment Ordinance, 1912, and empowers a Magistrate to deal with juvenile offenders up to the age of 16 as follows:—

(a) by admonition only;
(b) by delivery of the offender to the custody of his or her parent or guardian, master or mistress, or school-master upon such person giving security for the good behaviour and (if the Magistrate thinks fit) the education of the offender; or
(c) by punishment of the offender with a light caning in the presence of the Court.

The object of this provision is to keep juvenile offenders as far as possible out of gaol, and to preserve them from the taint of the gaol-birds.
In England such offenders are generally sent to Reformatories or Industrial Schools, and the need of some such institution, under suitable control, is badly felt in Hongkong.

The mention of Industrial Schools reminds me that Miss Pitt is very anxious to establish an Industrial Settlement in Old Kowloon City, where the Church Missionary Society is already doing such good work for the already abandoned, idle, vagabond, and School-leavers, and women and children who are destitute or unprotected, blind or crippled, or otherwise in need of a Refuge could be taught useful trades and enabled to earn their own living. This proposal seems to me worthy of the cordial support of this Society, especially at the present time, when it is most desirable for the C.M.S. to take over the foundlings and blind children formerly cared for by the Germans.

As to the recent amendments of the law relating to children, the second provision is contained in Section 26A of the Offences against the Person Ordinance, and was passed in 1913. It enacts that any person having the custody, charge or care of any child or young person under the age of 16, who wilfully assaults, ill-treats, neglects, abandons or exposes such child or young person in a manner likely to cause unnecessary suffering or injury to health, may be punished by fine or imprisonment.

Failure to provide adequate good clothing or lodging is an offence within this section, or, in the event of the parent being unable through poverty to make such provision, failure to entrust the child to an institution undertaking such cases is a similar offence.

These provisions are of very great importance and deserve the careful attention of all those who are interested in the welfare of children.
In respect of neglect and cruelty the law of Hongkong is fairly up-to-date, and it is only necessary for persons interested to avail themselves of these provisions.

I have taken this aspect of the question first as it seems to be of primary importance to protect children against actual physical cruelty, or neglect, but to provide the bare necessities of life, but the law of England (and of every civilized State) goes far beyond that in its care of children.

LIBERTY.

The next question, in order of importance, is, I think, the liberty of the subject. There has been a great deal of talk about slavery in Hongkong, but a careful consideration of the law will show, I think, that no such thing exists.

Slavery is impossible under the British flag; every slave coming under that flag becomes free automatically, and enjoys the same privileges, and is subject to the same restraints, as a free man. But it must be borne in mind that the Law of England (as of other countries) prescribes a period (technically known as infancy) during which every young person is sub-

ject to the control of his or her parent or guardian, or of a person in loco parentis, such as an adopted parent, the master or mistress of an apprentice, a school-master and the like. Such control is for the benefit of the young person, who, if allowed perfect freedom of action, might be led astray or suffer injury in various ways. The control includes the right to restrain liberty of movement and action, and, in certain instances, the right to administer reasonable corporal punishment.

The practice of adoption is recognised by the law of England, but it is not permitted to buy or sell persons. In China the practice of buying and selling children is recognised, but I do not think it should be called Slavery in its worst sense, as I understand the purchaser has no power of life and death, and that ill-treatment of bought persons is an offence which is punishable by the District Magistrate if brought to his notice.

When a bought child is brought to Hongkong it becomes a question whether the purchaser is legally entitled to the custody of the child. In the case of girls this is a matter which the Secretary for Chinese Affairs has power to investigate, and if the adoption is irregular he becomes *ex officio* guardian. The Secretary for Chinese Affairs also has power in certain cases to require the parents or masters or mistresses to give security for the proper treatment of the woman or girl, or he may commit her to the care of the Leung Kuk or other similar institution.

This quasi-slavery in any event cases on the child attaining the age of 21, or, if a female, upon marriage.

In addition, stringent provisions against kidnapping and procuration are in force, and in this respect I think the local law is practically up-to-date.
But although the powers and remedies exist, these can only be enforced in cases which are brought to the notice of the responsible authorities, and it is probable that there are many cases which never come to the notice of the police, the district watchmen or others whose business it is. The only way to ensure that the majority of cases were dealt with would be to make registration of all women and girls adopted, or otherwise under control, compulsory, and to appoint a staff of Inspectors with power to make domiciliary visits. I think you will agree that such Inspectors should be women specially qualified for the work, as the intrusion of a male into the women's quarters of a Chinese family naturally causes great alarm and offence.

Experience has shown that Chinese women can be trained to almost any work. Take, for example, the nurses, midwives, bible women, teachers and others; and the Church Missionary Society schools of the Colony are doing magnificent work in training Chinese girls in the habits of helpfulness and care for their less fortunate sisters.

Registration and inspection of this kind would fall naturally under the jurisdiction of the Secretary for Chinese Affairs, whose staff would require a considerable increase to deal with these matters.

In addition to lawful parents and guardians, and masters and mistresses, there is a class of persons who should, I think, be made legally responsible for their offspring—I mean the fathers of illegitimate children. The Bastardy Acts of 1846 were passed two years after the British acquired Hongkong, but have never been applied here, and consequently the seducer of a young woman gets off scot free (provided she is over the age of consent, which is, I think, the same here as in England). How such a position can be justified passes my understanding. The forlorn mother becomes civilly and criminally responsible for the maintenance and care of her offspring, to whose support the father is not liable to contribute one cent.

In this connection I should like to suggest that the legal age for marriage should be raised from 12 years to 16 years. The usual arguments with regard to the early development of native races do not, I think, apply to the Chinese here. We are a civilized race, although their civilization may be somewhat rusty.

After 76 years of British Government, it cannot be said that it is too soon to introduce such a reform.

Marriage under the age of 16 can only lead to misery and suffering, and race deterioration, and I do not think any enlightened Chinese would object to the prohibition suggested.

I will next deal with the questions of employment and education. On these most important subjects there is practically no law in force in the Colony. Children and women of any age may be employed for any length of time at any kind of work, however fatiguing or unhealthy.

No parent or guardian is responsible for the education of a single child in the Colony, nor does the Government undertake any such responsibility.

There is one exception to the latter statement, namely, that a Magistrate may require a bond for the education of a juvenile offender, but I do not know whether this power (introduced in 1912) has ever been exercised.

This brings me to the subject of Factory Legislation, which has hitherto very largely been in the Social Reforms in England during the last 70 years.
In all Factories, Workshops and Shops in England the ages and hours of employment of women and children are most strictly regulated, their employment in many dangerous or unhealthy trades is forbidden, safeguards against accidents and injury to health are enforced, and a large body of Inspectors (including Women) are employed for the sole purpose of seeing these laws enforced.

children under ten may not be employed at rag-picking, or cleaning hair or feathers.

Miss Pitt has told us of a large number of factories in Hongkong employing women and girls, and that such factories are on the increase, and I gathered from her that in some factories the hands work 12 hours a day, Sundays included—84 hours a week; a strange contrast with the agitation at home for a 40-hours week, and Lord Leverhulme's proposed six hours a day and six days a week. That successful Captain of Industry is satisfied that a six-hour day is economically sound, as the unfatigued worker produces more than the weary hand.

I think the time has arrived to regulate these factories and other places where children and women work.

I don't suggest that the whole of the complicated laws and regulations in force in England should be introduced, but, at least, all such places should be licensed by the Sanitary Department, and elementary regulations as to hours and conditions of labour drawn up, and Women Inspectors appointed to see the Regulations enforced.

It would be premature to prohibit child labour until enough schools for the children of the Colony have been provided and education made compulsory.

EDUCATION.

And this brings me to the most important question of all so far as children are concerned, *i.e.*, Education.

Education has been compulsory in England for nearly 50 years, and free for some 18 years; in Hongkong it is absolutely voluntary.

Until 1914 the Education Department had no control over any of the schools in the Colony except Government schools in the Colony except Government schools and grant schools, not even a record of their existence.

In 1914 registration of schools was made compulsory and certain elementary regulations as to sanitation and discipline enforced.

But there is no legal obligation on the Government or any other body to provide a single school, and nothing to prevent every school in the Colony being closed to-morrow.

Miss Pitt told us that there were probably 100,000 children of school age in the Colony, but in 1917 only 23,000 were on the school registers. A number of schools have recently been opened, but I should imagine that there is now accommodation for only one-third of the teachable children.

People say: "Why should we educate the Chinese? They only come here to make money, and we don't want the Colony to be flooded by the child population of China? What is the use anyhow of educating them?"

In view of the great strides which have recently been made and are now being made in the educational matters in England, it seems hardly necessary to answer the last question.

With regard to the former I should like to point out that probably the majority of the children of the old Colony are British subjects, and their parents are permanent residents here—many of them for generations. Further, practically all the children of the New Territory are natives of that Territory, and have no other home nor Government than ours. Surely the Colony is morally bound to provide its own children with educational facilities!

The usual arguments about the inadaptability of native races to modern education do not apply to the Chinese, who are a nation of literates: they love learning and crave for it.

Here then (as Mr. Forster recently pointed out to this Society) is the great opportunity for the Christian Churches. Let us establish schools in all the villages and train the coming generation: let the Churches' ideal be the development and training of all the faculties of the human mind—physical, mental, moral and spiritual—with a view to producing not (as our critics will say) an army of more or less inefficient clerks, but a body of efficient citizens of all classes and trades—the best farmers and the best artisans, the best mothers and the best teachers, the best of the best business and professional men.

If the Churches do not undertake this task the Confucianists will do it; and though I have nothing to say against the Ethics of Confucius, they cannot be regarded as a satisfactory substitute for Christianity.

HEALTH AND CLEANLINESS.

But something more than schools is required. Out of school hours the children have nowhere to go except their overcrowded homes or the streets.

Every large town at home nowadays provides People's Parks and Playgrounds out of the public purse for the poorest classes; in Hongkong there is ample provision for golf, football, and tennis for the comparatively wealthy, but for the poorer children whose need is greater and whose numbers run into tens of thousands there is, I think, only one public playground, the Blake Gardens, reminiscent of the kindly interest of Sir Henry and Lady Blake in the welfare of the poor.

Then health is impossible without cleanliness of person and clothing. The provision of public baths and wash-houses has long been considered necessary in English towns; in Hongkong there are five of those useful buildings, but females are only admitted to two—in the west end one in the west central Wanchai has none and Kowloon has none.

In Hongkong too there is usually no separate provision for washing the person or washing or drying clothes in the tenement houses. Consequently, the common kitchen is used for three purposes, as well as for others which would shock the poorest classes at home. There is great need, therefore, for additional public baths and wash-houses for women and girls.

Lastly, free medical attendance and treatment should be given to all children whose parents cannot afford to pay for such treatment. It is more economical for the State to prevent disease than to support unhealthy citizens. At present medical examination is only enforced in boarding schools.

PROPOSALS.

In order to give definiteness to this meeting I have ventured to draw up a series of proposals for your consideration.

I should like to point out that most of these proposals, however, revolutionary they may sound to a Hongkong audience, are merely the Alphabet of Social Reform, and would be regarded as almost as early Victorian in their simplicity.

1.—That a reformatory or industrial school should be provided to which the Magistrates should have power to commit juvenile offenders.

2.—That an Industrial Settlement for destitute, unprotected, blind and crippled women and children should be provided in Kowloon City or elsewhere, under the control of the local Missionary Societies.

3.—That all adopted or purchased Chinese female children and servants under 21, residing in the Colony, should be registered at the Secretary of Chinese Affairs, and that female inspectors should be appointed with power to investigate the treatment of all such children and servants.

4.—That a putative father of an illegitimate child should be liable for the child's maintenance, as in England.

5.—That all factories and workshops and other places in which women or children are employed, other than members of the employer's family, should be licensed by the Sanitary Board, and the hours and conditions of the labour of women and children therein regulated, and that female inspectors should be appointed to see that the regulations are enforced.

6.—That sufficient schools for the education of all children between the ages of 6 and 12 residing in the Colony (including the New Territory) should be provided as soon as possible:—

(a) By Voluntary Associations under the supervision of the Government and with or without grants in aid and
(b) By the Government.

7.—That such education should be provided free of cost to children of all races who are natural-born British subjects residing in the Colony (including the New Territory) and whose parents or guardians are unable to defray the cost of education.

8.—That the children in all the schools should be inspected medically at regular intervals, and provided with free medical treatment (if desired) when unable to pay for such treatment.

9.—That when sufficient schools have been provided, education should be made compulsory between the ages of 6 and 12, and the employment of children between these ages prohibited or regulated.

10.—That additional playgrounds should be provided, especially in congested urban districts, including shelters from sun and rain.

11.—That additional public baths and wash-houses for the use of women and children should be provided in congested urban districts.

12.—That copies of these resolutions be forwarded to the members of the Executive and Legislative Councils and to other persons interested, and that, with a request that the proposals may be favourably considered.

After discussion all the above proposals were carried.

MALINI THE MYSTIFIER.

There is the claim of mystery about the entertainment to be given by the mystic, Malini, at the City Hall, commencing next Saturday, many of his tricks being altogether of the track of ordinary *leger de main*. In addition to wonderful accomplishments as a conjurer, Malini is gifted with fluency of speech, and while the quickness of the hand is the eye, the audience is entertained by the amusing patter. The one great feature of Malini's entertainment is the scenes of cumbersome apparatus, which, being his sole "prop," is a "hand" of the mysterious *leger de main* described in some of the "Arabian Nights" entertainments, involving wonderful dexterity in the mystic art. Malini's success will be a short one, and the plans for every evening may be seen at the theatre.

Malini is the possessor of many talents presented him by rulers of other countries. A notable one is the Countess Yuen Shih-kei, being the first woman given to a European by the Emperor after he assumed office as the President of the Republic of China.

The coxswain of the S.S. "Evening Star," who was yesterday Magistrate, yesterday, under command, with manslaughter, to a recent collision between "Star" and a junk, was dismissed. It was remembered that the Magistrate was thrown overboard as a result of the accident.

The news has been given that the Colony of the death of a Belgian, while serving in the Young Battalion of the Royal Sussex Regiment, of Capt. H. E. Blunt, M.C. The officer was, for a period, on the Hongkong and Shanghai Banking Corporation, and served at Hong Kong, Peking and Tientsin. He left the East in March, 1915, to join up, and received a Military Cross whilst serving in Palestine.

As the number of participants in the production of "Pinkie and the" is over 100, it has been decided that the final dress-rehearsal on Wednesday the 10th instant, strictly private, and that admission to only a limited number of parents who feel obliged to puny their little ones. In order to avoid any disappointment arising from this decision, it has been arranged that each member may book two stalls. Malini's act, had-price for children of two performances on the 10th and 11th instant. Performances and the opportunity are requested to be early as possible.

DODGE BROTHERS MOTOR CAR

Its Goodness is alone responsible for the unusual demand that has existed right from the beginning.

Nothing has ever disturbed the demand for this Car. No outside conditions, no conditions inside the industry seem to slow it up a particle. The people want the Car more intensely at this moment than ever they wanted it before. The Car has reached the stage when its sales are almost automatically increased. By this we mean that one sale is almost certain to result in one or two other sales.

There is a very pronounced and definite public opinion now in this country concerning the Dodge Bros. Car.

People seem to know that Dodge Brothers' idea, from the very first, was that if they built the Car right, nothing else mattered. It is the quality revealed in its performance which makes the price impressive. People are attracted by something more than price; it is the internal and external excellence which characterises the Car.

The high price it demands when sold second-hand increases the respect in which the Car is held.

It would be hard to find a truer test of enduring worth. People are not eager for used Cars unless they know that such Cars have before them a long life of satisfactory service.

And so the Dodge Brothers Car is bought, not upon price, but upon the quality and value that it embodies.

SHEWAN, TOMES & CO.,
AGENTS.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DILWARA"
Arrived Hongkong on March 1st, 1919,
FROM LONDON, COLOMBO & STRAITS.

Consignees of Cargo by the above-named steamer are hereby informed that their goods are being landed at the Godown Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me unless otherwise stated.

Damaged packages must be left in the Godown for examination by the Consignees, and the Consignee's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

E. V. D. PARE,
Superintendent.

Hongkong, March 1st, 1919.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

FROM U.S.A., JAPAN AND SHANGHAI.

THE Steamship

"TRANSVAAL"

having arrived from the above ports Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godown Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Goods not cleared by 8th instant will be subject to rent.

All broken, damaged and damaged packages are to be left in the Godown, where they will be examined on the 5th instant, at 10 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us unless otherwise stated.

Bills of Lading will be countersigned by THORESEN & CO., Agents.

Hongkong, 2nd March, 1919.

CUTLER PALMER & CO.

SQUARE BOTTLE WHISKY.



SOLE AGENTS IN HONGKONG
AND SOUTH CHINA
ANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



APIOLINE
(CRAPOTEAU)
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French medical authorities and superior to Pains, steel Drops and Pains royal.
CRAPOTEAU, 8, rue Vivienne, Paris.
1000 mg. & 2000 mg.

"ASAHI BEER."



SOLE AGENTS
MITSU BUESAN KAISHA.

CHINA.

LECTURE BY MR. J. O. P. BLAND.

At a meeting of the Central Asian Society held at the Royal Asiatic Club on December 11th, Mr. J. O. P. Bland gave an entertaining lecture on "China," illustrated by lantern slides. General Sir Edmund Barrow was in the chair.

The lecturer, in the course of his remarks, said: When we come to consider the question of peace, the establishment of a League of Nations, and other important questions, the position of China, which contains a population representing about a third of the human race, deserves very serious consideration. Unless we have studied the subject very closely I do not suppose anyone has any idea of the character and extent of the Oriental Bolshevism which has overrun that great country. We have been all of us too preoccupied with our own immediate affairs to pay much attention to China, but I may say that during that period of Oriental Bolshevism there have been more lives lost than in the whole of the European War. I propose to set before you a broad outline of the course of events since the collapse of the Manchu dynasty in 1911, and to draw your attention to the fact that the present deplorable condition of China has been brought about, not by her political system, but her social system, whose roots go back into the distant past. I hope also to convince you that there is no hope of establishing any equilibrium without a benevolent despotism or some form of autocratic Government. The conclusions which I have arrived at are, I know, running diametrically opposite to many which our mission, and which we have held, but I ask you to believe that they are perfectly sincere. Many people who study politics from the point of view of our own little island believe in the principle of Representative Government, and are of opinion that democracy is a necessity, which will cure the evils of a State. A Republic is, in my opinion, the highest form of government yet devised, but it does not follow that every nation has attained such a stage of development that it can profitably apply this form of government. When certain political conditions are to be met in democracy, do they mean democracy as it exists in misguided Russia, or as I have seen it in Portugal, reducing the efforts of honest labour to impotence? Or, again, take the present position of India. It is proposed to give self-government to India, and yet, when it is remembered that this is the very principle which has had such disastrous results in China, it might well cause our politicians to hesitate. Political theorists have declared with regard to China that it is not the business of this country to interfere with the development of the principle of self-determination, but this opinion does not coincide with the views held by the men of experience—the consuls, the diplomats, the financiers, and traders. They hold that it is our business to maintain a strong central authority. When Yuan Shih-kai wanted to establish a firm Central Government, we failed to support him, and to-day China is suffering very severely as the result. While the Chinese Parliament has argued, wrangled and dabbled, the only practical thing they have done in the course of their six years' Parliamentary activity is to pass payment of members. The Chinese people are taxed more heavily than they were before. A civil war is going on between the leaders of the North and the South, and the military leaders on both sides have levied enormous sums from the civil populations in order to maintain their authority. Borrowing on a large scale is going on from Japan, but the North and the South have agreed, as they did in 1911, that the last thing they wish to do is to fire any shots at each other for any purpose of politics. Here we touch upon delicate ground, for the Anglo-Japanese Alliance is still in force and is still as important for British interests in the Far East as ever it was. But there is no doubt whatever in my mind that Japan has aimed at supremacy as a World Power in the Far East, and it has been to her interest to encourage dissensions in China by lending sums of money to the North and South for the purpose of the civil war.

CHINA AND THE WAR.
The Chinese joined in the war against Germany rather late in the day, and I remember there were many comments in the newspapers in this country about the oldest civilisation in the world joining in the war against German militarism. But there is much that has happened recently in China which would justify one in saying that the Chinese have developed a species of militarism far more corrupt, even than German Junkerism. And yet we talk of the virtues of Republicanism. I met the other day a distinguished liberal politician who expressed the hope that the time would shortly come when there was not a single throne left upon the whole of the planet. I endeavoured to convince him that it was not the political system of a country but the character of the people which made for good or bad conditions. Since the removal of the Manchu dynasty in China, corruption is more rampant than ever. We have seen the revival of the opium trade which had been suppressed by the Manchus. And then take China's record as a belligerent. She went into the war professing to believe in the principles for which the Allies were fighting. She received as a reward sums of money amounting to some seven or eight millions sterling. That was the beginning and the end of Chinese participation. The neutrals would, I think, have done more than that.

Referring to the question of the League of Nations, the lecturer said that the best example which the world had had of such a league was afforded by the joint action of the nine nations at the time of the Boxer outbreak in 1900. But it was proved conclusively that unless there was

(Continued at foot of next column.)

TO THE PERSIAN GULF BY TRAIN.

FUTURE OF THE BAGDAD RAILWAY.

One of the greatest German schemes which the war has overthrown was a German-controlled railway line from Hamburg to Bagdad. With the armistice the Bagdad railway has entered another phase of its eventful history. What will be its future rests with the Peace Conference to decide.

As to the actual condition of the line, I had a conversation with M. Edouard Huguenin, director-general of the railway. The tunnels through the Taurus Mountains were opened for broad-gauge traffic last month, and trains can now run as far as Nisibin, a hundred miles west of Mosul (Nineveh). The track throughout is in good condition, but the rolling stock has much deteriorated owing to overwork during the war. Although there are still plenty of serviceable freight cars, two-thirds of the engines are unfit for work through lack of spare parts, which Germany has not supplied.

COAL FAMINE.

Nevertheless, limited daily traffic from Constantinople to Nisibin would be possible, with a larger service of trains in western Asia Minor, whence the food supplies of Constantinople are drawn, if it were not for the coal famine which has brought the working of the line to extremely reduced and irregular proportions.

As regards the continuance of the service, the question of the existing German staff is a vital one. "Most of our German engineers are civilians who have been in this country thirty years," said M. Huguenin. "They have acquired a special knowledge of the peculiarities of the Bagdad railway, without which the line could not be worked. Even should the Allies insist on replacing them by engineers of their own, it would be necessary for the latter to pass a couple of months in collaboration with the present German staff before they would be able to accept responsibility."

As to the probable time required to complete the Bagdad railway to the Persian Gulf, M. Huguenin said a great deal depended on what the British had done in Mesopotamia. Several hundred miles of track laid by the Turks beyond Nisibin would need to be reconstructed, as it was hastily done with poor materials.

Working from both ends, with adequate supplies of material and labour, and with the use of the British military railways in Mesopotamia as lines of supply, he thought trains might be running through to the Persian Gulf in two years.—*Express.*

one executive head, any such league was useless. It was a good thing that in spite of the instruction of the Western nations, China still remained pacific in her disposition under the influence of the doctrines of Confucius and Buddha. It had been warlike they would have overrun Europe. In conclusion, Mr. Bland said we had tried to persuade the Chinese people that the permanent use of their troubles lay in politics and of, as he believed, in their social conditions. The solution of the social problem and the eradication of the belief that it was necessary to have a Government progeny to worship ancestors' tablets was the only way to relieve the misery of the masses of the people. (Applause.)

Dr. H. B. Morse said though he had been in China longer than Mr. Bland, and had been greatly interested in the lecture, even if he might disagree with some of Mr. Bland's statements, he had given him very seriously to think.

Colonel Pemberton said the message which Mr. Bland had delivered was not one of hope, and he would certainly be sorry to think that the elements of hope were not perhaps present in a larger degree than the lecturer supposed. Although the Manchu dynasty may have governed themselves, surely something more was expected of a Government. What was required was a strong executive. The Manchu Government had for years given the show away in Korea and Manchuria, and it was altogether effete as an instrument of government. Something had to take its place, and, although the present Republican Government left much to be desired, he could see no alternative than to leave a great nation like China to work out its own destiny. He was requested to say that Colonel C. C. Yate, who was announced to take the chair, had asked him to express regret at his absence, and to express the hope that as a result of the peace negotiations the astronomical instruments, taken from China by Germany, in 1900, would be returned.

General Sir Edmund Barrow said that as Chief of the Staff in the Boxer Expedition he was directly connected with the discussions respecting these instruments. Representatives of certain Powers, some of whom were now in alliance with us, drew up a scheme for the distribution of those marvellous astronomical instruments. The proposal did not commend itself to the British or the American authorities, and the commanders of their respective forces put in a very strong protest. There were heated discussions, and two or three Powers, notably Germany, were not satisfied with the British and American proposal to leave the instruments in Peking. The next stage was that the Germans shipped their portion (and probably more than their portion) to Berlin. The French carried off only a few instruments to the Legion, whence they were later shipped as far as Marseilles, but were afterwards returned, under the orders of the French Government. He (General Barrow) entirely agreed with the view that the Germans should be compelled to restore those beautiful evidences of the antiquity and range of Chinese civilisation to their proper place on the walls of Peking.

WISEMAN, LTD.

TEA DANCES

To-morrow
(Thursday), March 6th.

DINNER DANCE

Friday, March 7th.

[108]

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are now OPEN after extensive repairs. Reading and Writing Rooms, Billiard Room (two tables), Restaurant, Concert Hall and Meeting Room.
Sleeping Accommodation—23 Cabins and 70 Beds in Dormitories.
All men of the Mercantile Marine, R.M. Navy and Army are welcome to use the Institute.

MANAGERS: [110]

CORONA PORTABLE TYPEWRITERS



CORONA

(THE PERSONAL WRITING MACHINE)

FACTS:
The "Corona" writes in two colours. Weighs only 6 lbs. Has 84 letters and figures. Complete in every way. Folds into carrying case. Price \$80 nett cash including carrying case. Book of instructions supplied.



HERE IT IS FOLDED AND READY TO CARRY

ALEX. ROSS & CO.,

MACHINERY DEPARTMENT,

4, Des Vœux Road Central,

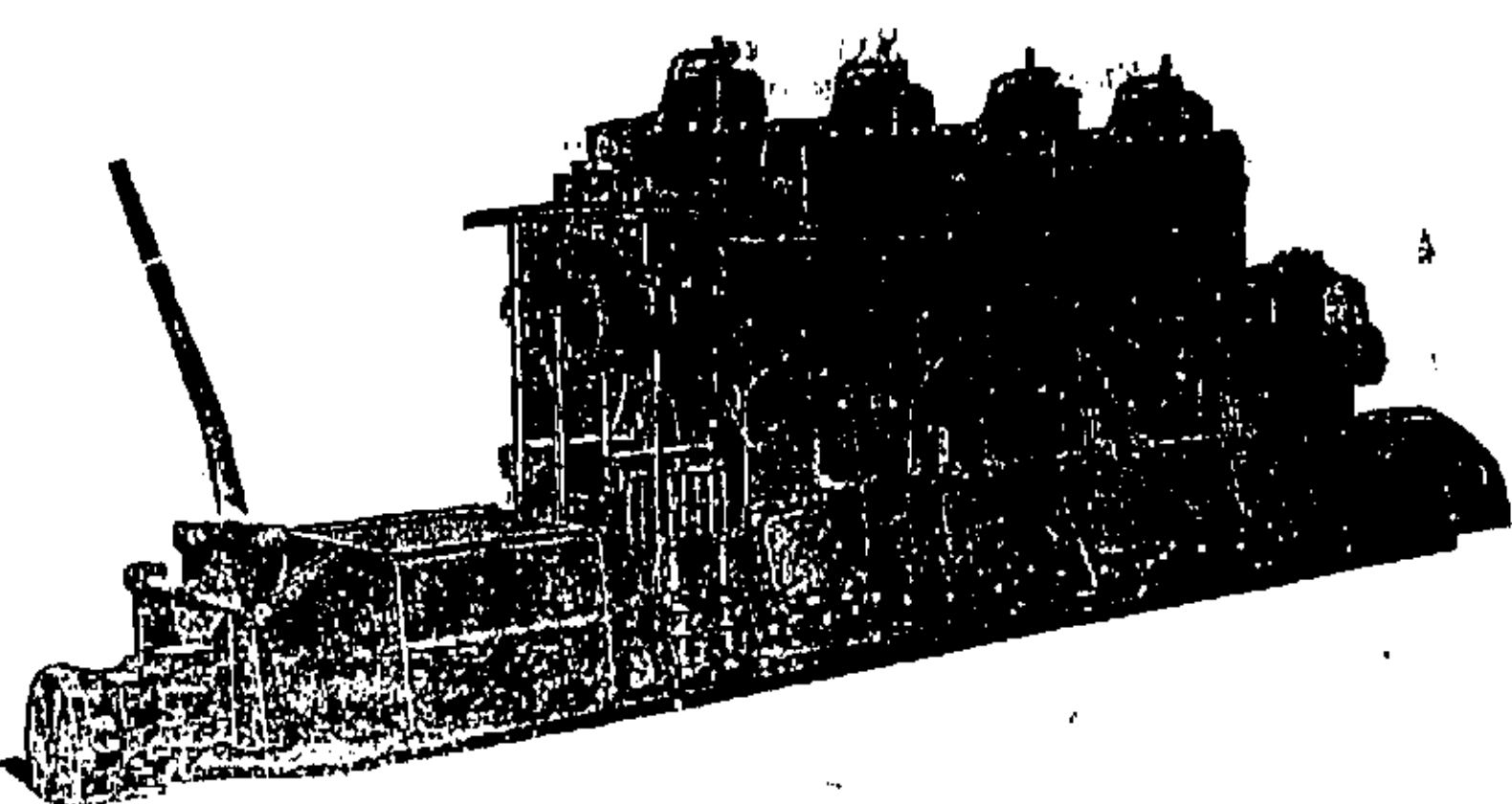
Telephone 2487.

HALF A CENTURY REPUTATION.

Dr. LECLERC'S PILLS FOR THE LIVER & KIDNEYS
Invaluable for diseases of these important organs. Gravel, Pains in the Back, Gout, Rheumatism, Dropsy, Indigestion, Chlorosis, or just feel Dr. LECLERC'S PILLS, CO., HAYMARKET, LONDON, ENGLAND. DEPOT: PARIS, 12, RUE CANTONNIERE; NEW YORK, 90, BROADWAY; SYDNEY, 17, MARKET; ADELPHI, 11, BROADWAY; MELBOURNE, 11, BROADWAY; CALCUTTA, 11, BROADWAY; BOMBAY, 11, BROADWAY; RANGOON, 11, BROADWAY; SINGAPORE, 11, BROADWAY; HONGKONG, 11, BROADWAY.

[150]

J. & C. G. BOLINDER'S CRUDE OIL ENGINES



The Engine for economy and reliability. The Engine that is NOT a Diesel.
The Engine with invisible exhaust. The Engine that is NOT a Semi-Diesel.

THE ENGINE THAT IS THE BOLINDER AND THE STANDARD FOR HOT BULB ENGINES.

With and without waterdrip. Yearly output over 70,000 B.H.P.

Stocks kept. Spares always on hand.

Deliveries can now be made.

Also

DELCO-LIGHT.

The standard of self contained Electric Plants for Bungalows, Motor Yachts, etc.
Machines in Stock for 47, 16, C. P. Lights up to 280, 16, C. P.
Automatic and Works entirely on KEROSENE.

Sole Agents for the East:

W. G. HUMPHREYS & CO.

Machinery Department, Hongkong.

Cable Address: "ANBORA."

FUTURE OF THE BRITISH.

"WE STAND AT A DOOR IN HISTORY WHICH NO NATION HAS YET OPENED."

[BY HAROLD BEGUE.]

The greatness of England; * * * it sounds in the ears of any American who remounts the stream of time to the headwaters of his own loyalties.

—HENRY JAMES.

This is an hour when Englishmen may justly consider the greatness of the British Commonwealth.

We confront a new age, standing at a door in history which no nation has yet opened. Some would have us take hope and courage for this adventure from the character of the good comrades who go with us—America in particular, but also glorious France, passionate Italy, and others. I think we shall better please our friends, full of gladness as we are for their loyal companionship, if we seek confidence in our own English hearts.

One of our serious writers has gone so far of late as to place England certainly in the second place among the nations, perhaps lower still, hailing America as "the greatest nation the world has ever seen." This is flattery, suspicious flattery, the flattery of a nervous mind, and it will be repugnant to no one more than to the American. With real restraint, in an article full of noble expression and the sound of deep moral sincerity, the *Times* has described President Wilson's visit to these headwaters of American loyalties as "one of the greatest events in our own and in American history." This is better.

And it is true. Few consummations to which English people look forward are more greatly desired than a close union of spirit between the free nations of the British Commonwealth and the bold people of the United States; and we may believe that before a generation has passed this honorable and affectionate union of English-speaking democracies will be the chief corner-stone of a League of Nations. But so fall and reasonable a hope will not strengthen our knees for the present. The true confidence in this impulse, mediocrity can come only from ourselves, from faith in our British destiny, from trust in our British character.

Seignobos in his "Political History of Contemporary Europe," a work crowned by the French Academy, begins with England. "England," he explains, "has served as a political model for Europe. The English people developed the political mechanism of modern Europe, constitutional monarchy, parliamentary government, and safeguards for personal liberty. The other nations have only imitated them." This is the judgment of an erudite French historian. We stand foremost.

It is our British habit to go boldly forward on the road of history, but without violence and without intolerance, to go forward with an inflexible determination, nevertheless always with good sense and good humour; it is this power, and this power alone, which can carry the world and us forward on the road of the present order of things to the unbroken road of a more equitable, more blissful, and a safer future. It is the power of confidence.

Why have we been able to lead the way in rational democracy? What force of energy has been at the back of our bold British striding along the highway of history? Herbert Spencer, smiling over the definite political enthusiasms of his inexperienced youth, answered these questions. "I had come to see," he writes of his change at the door of three score years and ten, "that institutions are dependent on character; and, however changed in their superficial aspects, cannot be changed in their essential natures faster than character changes." Which is to say, the political history of a people is written by the hand of the national character.

We are what we are by reason of our character, our Englishness; and this national character—whence it came and what forces have acted upon it need not now concern us—is our one strong, sure, and sufficient safeguard for the future. Let us look at our British character. It is a character, still deeply marked by all that was noblest and most lasting in the Puritan movement, which turns away from sham with an intellectual disgust, from hypocrisy with spiritual contempt, from ethical shifts and compromises with moral impatience. It is inspired by moral realism; reality is the breath of its existence. How a man looks to God is how an Englishman likes to know him. What is his inward fact? What is the spiritual truth of him? His heart—is it clean or foul, honest or deceitful, valiant or cowardly? This is what the Englishman would know of the man who comes to him for business or for hospitality.

Tenderness is one of our qualities. The same tenderness which inspires Shakespeare's love for England is to be found in the toughest Englishman. This spirit has characterised our work among all the nations who live in gladness and gratitude beneath the British flag. There is a touch of England's domestic life in her Imperial sway. We are able to enter into the hearts of other peoples because our mothers and our green fields have breathed into our souls this kind spirit of tenderness. It is our chief glory, I think, that we have created the gentleness—perhaps the highest of all achievements—in personality, which is the supreme mystery of existence; we have created the fighting man who carries

compassion in his heart, the powerful person who is simple, the great scholar who is modest, the reformer who is patient, considerate, courteous. The best Englishman, whatever his place in the social scale, is always a gentleman; he is chivalrous towards women, loving towards children, modest and unaffected in his bearing, kindly to all who can receive kindness.

John Masfield told me he asked a foreigner lately what most struck him in England, and received for answer, "The spirituality of your people." Masfield, somewhat surprised at the moment, asked his acquaintance where he had discerned this quality. "Wherever I go," replied the foreigner; "but particularly in trains, 'buses, and trams.' That is a tribute to our tenderness. It is spiritual is not, as some still think, to make long prayers, or to be anxious about one's soul, or to cling loyally to the wreckage of a broken dogmatism: it is to be beautifully mannered. True manners can spring only from a soul that is profoundly unselfish, and knows instinctively the things that are right.

Much that is noble in British character comes, I think, from our love of justice. We have really and greatly loved justice and freedom and truth—not the political or religious forms of these virtues, but the virtues themselves, and not for the State or for the Church to which we belong but for the individual man, for the person in the independence of his own soul, and in the privacy of his own domestic life.

This love has, in great measure, made us what we are; but another quality has saved us from being fanatics and firebrands, saved us from breaking our ships over political or clerical institutions in our search after these resplendent virtues. Our history has been in the main a peaceful growth, because in moving forward we have never turned laughter out of our ranks. We go with a song. It is not against English ignorance or stupidity that our revolutionists have broken our hearts, but against our good humour. We can make shift with very little so long as we have enough of happiness.

Why should we lack faith in this Englishness, which has carried us thus far, and was never so lovable as in the last four years? Surely it is our right to go ahead of our friends of other lands, not boastfully, not with the excited haste of Prussia, but with the steady, modest, good-humoured, showing the way rather than seeking to outstrip. We find ourselves at this hour, unchallenged and unenvied, in the forefront of the world, not surrendering that place without stopping into confusion the whole line. We must go forward; we can do no other; and if we go forward with a quiet confidence in our Englishness determined that the constellation of the British Commonwealth shall never be shattered till the wealth shall never be shattered till the stars fall, determined, also, to use our power and possessions for the good of all lawful nations, then we need fear neither a pitfall ahead nor a blow from behind.

I heard a Canadian soldier sing the other day Elgar's familiar song "Land of Hope and Glory." I understood the meaning of that music for the first time. This was because the young soldier, wearing his war-stained khaki, was singing as if he were singing to his forefathers. The voice of the soldier was melodious and masculine. He hailed England with the son's reverence as "Mother of the Free," making that title glorious with the point of the sublime, asking with a real wondering reverence how these soldier sons from afar, these children from over the seas, who owed so much to her, who were born of her—how could they extol her? And then came the confidence of the man who has loved greatly and who has never been betrayed, who has fought for this great and beautiful England, who has faced death and worse than death, for this Mother of the Free.

Wider yet, and wider,
Shall thy bounds be set;
God who made thee mighty
Make thee mightier yet!

The nation which has inspired so profound a love as this, a love to the uttermost, a love world-wide and hitherto unknown in the history of the world, a love deep and sacred in the hearts of so many and such diverse peoples throughout the whole earth, need not and must not fall back to a second place at a new turn in the road. Let us go, into the conference of the nations as a people who love justice, who follow truth, and who take neither pride nor with false modesty, but as a Power the greatest the world has ever known, owing manifold responsibilities to other peoples, fearing none but God, seeking naught but that which is lawful, and set to go its own English way—a way which for us is sacred. And, touching our own House of Life in these British Islands, let us, in building up what has fallen, put forth the like energies which our forefathers used, like energies which our forefathers used, reminding ourselves that this political violence is as laughable as a fool in a blind, unseeing and that good humour lays a gentler shoulder to the wheel than thimble-bitterness that is ever a shirker, or yellow-gilled envy that is for ever eyeing others, or the spectacle of their used. People who must for ever be talking. Let us, above all, tell ourselves that our institutions can be no other than our character makes them, and that the foundations of character are moral, and that the salvation of morality, and politics, and perhaps everything in this world, is good humour.

THEATRE ROYAL.

LAST TWO NIGHTS OF THE SEASON!
EDGAR WARWICK
presents



FAREWELL PERFORMANCE TO-MORROW!
PLAN AT MOUTRIE'S.

THEATRE ROYAL.

FOR A SHORT SEASON ONLY.
RETURN AND FAREWELL
of
THE POPULAR

FRAWLEY COMEDY CO.

IN
NEW AND UP TO THE MINUTE PLAYS
COMMENCING

FRIDAY, MARCH 7th,	THE COMEDY-DRAMA "BOUGHT AND PAID FOR."
SATURDAY, MARCH 8th,	THE FARCICAL FACT "IT PAYS TO ADVERTISE."
MONDAY, MARCH 10th,	THE GALE OF LAUGHTER "A PAIR OF SIXES."
TUESDAY, MARCH 11th,	A HURRICANE OF MIRTH "MARY'S ANKLE."
WEDNESDAY, MARCH 12th,	BY REQUEST "THE HOUSE OF GLASS."
THURSDAY, MARCH 13th,	A HOT OF FUN "TWIN BEDS."
FRIDAY, MARCH 14th,	THE PRICELESS COMEDY "FAIR AND WARMER."

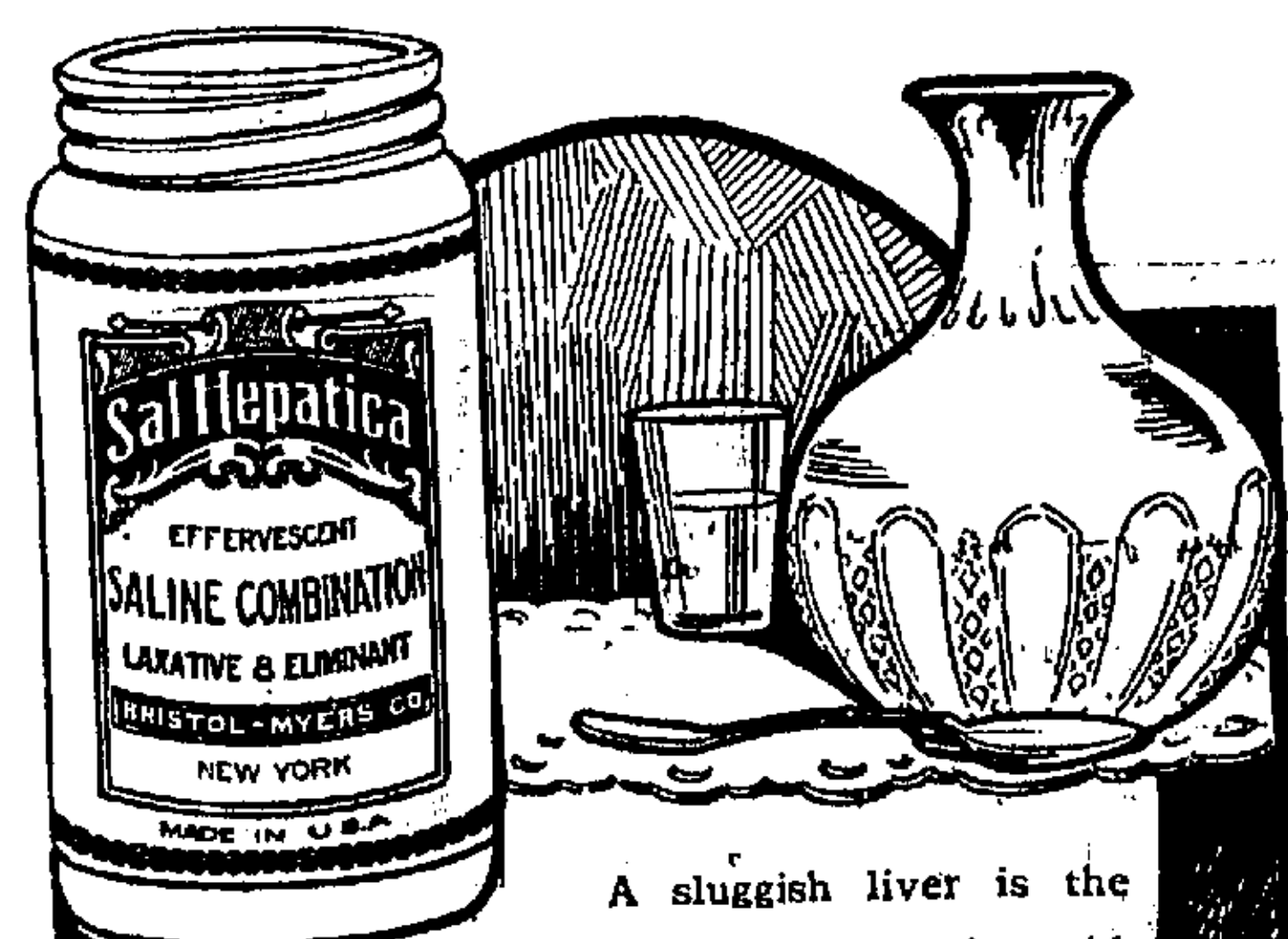
PRICES AS USUAL—PLANS AT MOUTRIE & CO.

Commence 9.15 p.m. sharp.

Booking now open at MOUTRIE & CO.

PHILIP CARLTON, Manager.

(409)



A sluggish liver is the cause of most of the languid feeling and ill-health of the Tropics. Try SAL HEPATICA—mild but effective—compounded entirely of harmless salts, and so does not create a habit or the need for increasing the dose. At all dispensing chemists. Full directions on each jar.

Sal Hepatica

HORLICK'S MALTED MILK

(Full-cream milk enriched with barley and wheat)

The Ideal Food-Drink for all Ages.

Science affirms its superiority. Experience confirms. Gives strength and maintains it. Generates heat and conserves it. Builds Bone, Brain & Biceps. Refreshing and delicious. Easily-digested and quickly absorbed. Ready in an instant by the simple addition of hot or cold water.



IMPORTANT NOTICE.
ORDINARY MILK is not always pure; HORLICK'S is guaranteed uniformly so.
ORDINARY MILK is unsafe unless cooked; HORLICK'S is safe and needs no cooking.
ORDINARY MILK often disagrees; HORLICK'S never does.
ORDINARY MILK deteriorates quickly; HORLICK'S keeps indefinitely.
ORDINARY MILK is seldom available when wanted; HORLICK'S is always at hand.
HORLICK'S may be used in Puddings, Bread, Cakes, Custards, etc., in place of ordinary milk.
Sold by Chemists and Grocers.

HORLICK'S MALTED MILK CO., SLOUGH, Bucks, Eng.

DAIRY FARM NEWS

Butchers' Meats

BEEF. MUTTON. LAMB.

RABBITS. HARES.

SAUSAGES BRAWN.

PRESSED BEEF.

PURITY. EXCELLENCE.

WAI KEE.

FLAG & SAILMAKER.

No. 153, Des Vaux Road Central,

Top Floor.

HONGKONG.

Telephone No. 1933.

THE NEW FRENCH MEMOIR

THE RAPID NO. 1

THE RAPID NO. 2

THE RAPID NO. 3

THE RAPID NO. 4

THE RAPID NO. 5

THE RAPID NO. 6

THE RAPID NO. 7

THE RAPID NO. 8

THE RAPID NO. 9

THE RAPID NO. 10

SHIPPING NEWS

ARRIVALS.

March 2nd
Burma Maru, Japanese str., 2,822 tons, Capt. Iman, from Moji, which port she left on February 29th, with a general cargo. O.S.K.
 March 3rd
Oakfield, British str., 157 tons, Captain Webber, from Moji, which port she left on February 29th, with a cargo of coal. Jardine, Matheson & Co.
Cornelia, British str., 215 tons, Captain Home, from Hainan, which port she left on March 2nd, with a general cargo. Carroll Bros.
Fushiki Maru, Japanese str., 1,005 tons, Capt. Hashimoto, from Muker, which port she left on February 29th, with a cargo of coal. M.B.K.
Managauri, British str., 1,285 tons, Capt. Jones, from Saigon, which port she left on February 29th, with a cargo of rice. Yuen Seng Fat.
Krojan Maru, Japanese str., 2,890 tons, Capt. Nakao, from Moji, which port she left on February 29th, with a general cargo. Dodwell & Co.
Sunwing, British str., 1,570 tons, Capt. Lloyd Jones, from Shanghai and Amoy, with a general cargo. Butterfield & Swire.
Tacoma, British str., 4,233 tons, Captain Kay, from San Francisco, with a cargo of oil. Standard Oil Co.
Taisho Maru, Japanese str., 664 tons, Capt. Yonozu, from Wuhu, which port she left on February 29th, with a cargo of rice. M.B.K.
 March 4th
Bintang, Dutch str., 4,164 tons, Captain Botje, from Manila, which port she left on March 1st, with a general cargo. J.C.J.L.
Ningpo, British str., 1,240 tons, Capt. Freer, from Wuhu, which port she left on February 29th, with a cargo of rice. Butterfield & Swire.
Pheumpeh, British str., 1,003 tons, Capt. De La Sala, from Wuhu, which port she left on February 27th, with a cargo of rice. Wo Fat Shing.
Taru Maru, Japanese str., 1,432 tons, Capt. Miyaki, from Keelung, which port she left on March 1st, with a cargo of coal. M.B.K.
Tyldesley, Dutch str., 2,407 tons, Capt. Buys, from Batavia, with a cargo of sugar. J.C.L.I.

Tyndarens, British str., 7,171 tons, Capt. Staud, from London, with a general cargo. Butterfield & Swire.
Unkai Maru No. 2, Japanese str., 1,988 tons, Capt. Nakamura, from Ching Wan Tao, which port she left on February 29th, with a cargo of coal. Sato.

CLEARANCES.

March 4th
Asia, for Haiphong.
Burma Maru, for Singapore.
Fushiki Maru, for Quinhon.
Ussin Lee, for Fochow.
Hung Lee, for Chefoo.
Kinkiang, for Hankow.
Ningpo, for Canton.
Pheumpeh, for Canton.
Shing Maru, for San Francisco.
Taisho Maru, for Canton.
Taisho Maru No. 10, for Canton.
Wei Shing, for Bangkok.
Wolleroo, for Rangoon.

INFORMATION REQUIRED FROM VESSELS ENTERING THE PANAMA CANAL-ZONE.

It is hereby notified under the authority of the Governor of the Panama Canal-Zone, that for the purpose of securing uniform data, for statistical purposes only, effective January 1st, 1919, each vessel entering a Canal-zone port, or passing through the Canal, will be required to furnish to the boarding officer a full manifest of the cargo on such vessel in writing, signed by the master, and specifying the marks, kinds, and quantities thereof, the port or ports where the cargo was shipped, the different ports to which it is consigned or at which it is intended to be entered, and the names of the consignors and consignees. This is in addition to the two copies required by paragraph 2 of Circular No. 879-2. Any form of manifest in substantial compliance with these requirements will be accepted. Information of cargo thus given will be held to be strictly confidential. The manifest should be a copy of that usually made up to cover the entire cargo of the vessel, in complete detail as to description of the commodities, and particularly as to weight (or cubic displacement) of the items. If the regular manifest does not substantially comply with the requirements, then a statement shall be furnished for statistical purposes containing the information specified.

CANADIAN PACIFIC OCEAN SERVICES LIMITED



PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	From Hongkong	Arrive Vancouver
"EMPRESS OF RUSSIA"	12th March	31st March
"EMPRESS OF JAPAN"	19th March	9th April
"EMPRESS OF ASIA"	27th March	14th April
"MONTEAGLE"	5th April	29th April
"EMPRESS OF RUSSIA"	24th April	12th May
"EMPRESS OF JAPAN"	7th May	28th May
"EMPRESS OF ASIA"	22nd May	9th June
"MONTEAGLE"	10th June	4th July
"EMPRESS OF RUSSIA"	19th June	7th July
"EMPRESS OF JAPAN"	2nd July	23rd July
"EMPRESS OF ASIA"	17th July	4th August
"EMPRESS OF RUSSIA"	14th August	1st September
"MONTEAGLE"	20th August	13th September

For particulars regarding passage fares, sailings, and rates of insurance, apply to the General Agent, P. & O. S. N. Co., Ltd., 5th Floor, Hotel Mansions, Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO STRAITS, BURMA, COLOMBO, INDIA, EGYPT, etc. FOR MARSEILLES AND LONDON VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NORE"	14th March	20th April	2nd May
"NOVARA"	14th March	23rd April	3rd May
"NELLOBE"	12th April	18th May	27th May

* Will take same bottom Cargo for Rotterdam. — Not available for passengers.

FOR BOMBAY VIA STRAITS & COLOMBO.

"DILWARA"	14th March	21st March
-----------	------------	------------

FOR SHANGHAI MOJI KOBE, etc.

"NELLOBE"	13th March	SHANGHAI, MOJI and KOBE
-----------	------------	-------------------------

WIRELESS ON ALL STEAMERS.
 For Passage Rates, Handbooks, Freight, etc., apply to E. V. D. PARR, Superintendant.
 P. & O. S. N. Co., Ltd.

Y. K. K.



(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...	REGULAR SERVICE FOR
NANYO MARU No. 2...	FREIGHT BETWEEN
NANYO MARU No. 3...	BANGKOK
SODEGAURA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
ASOSAN MARU...	
CHOIAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—
 M. KOBAYASHI,
 AGENT,
 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.
 (Shipping Department).
 HEAD OFFICE (KORE).

Branches and Representatives:—
 TOKYO, OSAKA, LONDON, NEW YORK, PARI, HONG KONG, SHANGHAI, MANILA, CANTON, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, SAIGON, YOKOHAMA, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—
 OHU KYOKU TRADING Co.,
 M. HASHIMOTO,
 General Agents.

Telephone No. 41

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA	—	—	—
TJILATJAP	MACASSAR	—	8th Mar.	JAPAN

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
 York Building, 1st Floor.
 Telephone No. 1074.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

S.S. "BINTANG" from Java 4th March, sailing for San Francisco direct 5th March, 1919.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All Steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage, apply to the—

JAVA-CHINA-JAPAN LIJN.

General Managers,
 York Buildings.

Telephone No. 1074.

395

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
 "ECUADOR," "VENEZUELA" AND "COLOMBIA,"
 14,000 tons each.

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

S.S.	Leave Hongkong at Noon	Mar.
"VENEZUELA"	...	Mar. 16th, 1919
"ECUADOR"	...	Apr. 23rd, 1919
"COLOMBIA"	...	May 21st, 1919

These Steamers have the most modern equipment, including Overhead Electric Lighting, ALL LOWER BERTHS and large comfortable staterooms (all single and two-berths only).
 The Safety and Comfort of Passengers is our first consideration.
 Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.
 Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.
 For further information rates, literature, schedules, etc., apply to

Telephone 141 COMPANYS OFFICE in Alexander Buildings, Charter Road.

46

SHIPS
 ENGINES
TAIKOO DOCK
 BOILERS
 MOTORS.

Shipbuilders,
 Sailors, Engineers,
 Millwrights, Electrical
 and Mechanical Engineers,
 and all kinds of work done to order.

For John I. Thompson & Co., Ltd., Marine
 and Boat Building, Light and Dark Colours,
 Green, Blue, Red, Yellow, and
 all kinds of painting and
 varnishing work.

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461,

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

15

"ELJERMAN" LINE.

(ELJERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RIES & Co., Canton

THE BANK LINE, LIMITED.
General Agents.

42

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG, PENANG and HOIPOING	"KAIFONG"	On 6th Mar. 10 A.M.
SHANGHAI	"TEAN"	On 6th Mar. Noon.
SHANGHAI	"SUNNING"	On 6th Mar. Noon.
SWATOW, AMOY and SHANGHAI	"WENCHOW"	On 6th Mar. 3 P.M.
SHANGHAI	"YINGCHOW"	On 6th Mar. 3 P.M.
SWATOW and BANGKOK	"LIANGCHOW"	On 11th Mar. 10 A.M.
SHANGHAI	"SINKANG"	On 11th Mar. Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO.
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

Telephone 86

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG" ... [Capt. J. W. Evans] ... FRIDAY, 7th Mar. at 1 P.M.
"HAIYAN" ... [Capt. A. H. Stewart] ... TUESDAY, 18th Mar. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified staff.

Freight or Passage apply to: DAVID HASSON & CO., LTD.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MAIL AND PASSENGER SERVICES

TO
STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT,
MAURITIUS AND SOUTH AFRICA.

FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
* NORE ...	14th March	20th April	2nd May
* NOVARA ...	14th March	23rd April	3rd May
NELLORE ...	12th April	18th May	27th May

* Will take same bottom Cargo for Rotterdam.—Not available for passengers.

FOR

BOMBAY VIA STRAITS AND COLOMBO.

Steamer	Leave Hongkong about	Due BOMBAY about
DILWARA ...	14th March	31st March

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI, MOJI & KOBE.
NELLORE	13th March	

Tickets interchangeable with B. I. S. N. Co. between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expecting of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSWAMI & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

JAPAN MAIL S.S. CO.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SHIDZUOKA MARU" 12,500 Tons	18th Mar. at 11 A.M.
YOKOHAMA	"AKI MARU" 12,500 Tons	28th Mar. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	"NIKKO MARU" 9,000 Tons	31st Mar. at 11 A.M.
SHANGHAI, and KOBE	"BENTEN MARU" SAT.	8th Mar. at 11 A.M.
LONDON or LIVERPOOL, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	"KITANO MARU" SAT.	8th Mar. at 11 A.M.
MELBOURNE via MANILA, ZAMBOANGA, THURSDAY, TOWNVILLE, BRISBANE & SYDNEY	"INABA MARU" SAT.	22nd Mar. at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	"TANGO MARU" 3,760 Tons	26th Mar. at 11 A.M.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	"YUBARI MARU" 8,000 Tons	7th Mar. at 11 A.M.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	"AKITA MARU" 8,000 Tons	18th Mar. at 11 A.M.

‡ Omitting Shanghai and/or Moji.

† Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

VIA

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Leave Hongkong: Friday, 7th Mar.

"FUSHIMI MARU" ... SAT. 21st Mar. at 11 A.M.
"SUWA MARU" ... MON. 24th Mar. at 11 A.M.

‡ Omitting Manila Harbour.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager

Telephone 393 and 394

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	5th Mar.
PERSIA MARU	9,000	1st April.
KOREA MARU	20,000	22nd April, From YAMA.
NIPPON MARU	11,000	29th April, From YAMA.
SIBERIA MARU	20,000	22nd May, From YAMA.
TENYO MARU	22,000	3rd May.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, URUZ, BALBOA, CALLAO, ARIOA

AND IQUIQUE

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 21st.
SEIYO MARU	14,000	May 3rd.
KIYO MARU	11,500	July 12th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, Ltd. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager,
King's Building.

Telephone 2374 and 2375

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 20,000 Tons	On or about 6th March.
	"PAUL LECAT" 20,000 Tons	do. 28th March.
	"NERA" 10,000 Tons	do. 20th April.
	"SPHINX" 20,000 Tons	do. 20th May.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"ANDRE LEBON" 20,000 Tons	On or about 1st April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON—Monthly direct service via Singapore and Port Said.	"CELEBS MARU" ... Sunday, 9th March.
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.	"KOFUKU MARU" ... Tuesday, 11th March. "SIAM MARU" ... Thursday, 20th March.
MARSEILLES—Monthly direct service via Singapore and Port Said.	
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.	"HIMALAYA MARU" ... End of March.
BOMBAY COLOMBO—Regular fortnightly service via Singapore.	
BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.	
SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.	"LUZON MARU" ... Middle of March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.	"AFRICA MARU" ... Saturday, 1st March, at 1 P.M. "MEXICO MARU" ... Monday, 17th March.

HAIPHONG—Three times a Month service.

JAPAN PORTS—Nagasaki, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... Thursday, 13th March, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

"KAJO MARU" ... Sunday, 9th March, at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,900 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" March 27th, 1919. "CHINA" April 24th, 1919.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent,
100 House Street. Tel. 1042

